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Appendix A

Issue Action Plans

Coastal and Marine Action Plan

Indirect and Cumulative Effects Action Plan

Wetlands Action Plan

Wildlife and Habitat Action Plan

Gulf Coast Parkway

Coastal and Marine Action Plan

The Project Development and Environment (PD&E) Study for the Gulf Coast Parkway will be developed in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended; and to comply with all federal and state laws and requirements. Given that the alternatives developed for the proposed project will be on new alignment or in combination with existing roadways, the level of documentation will be an Environmental Impact Statement (EIS). Coordination with state, federal and local agencies, including those with jurisdiction over the referenced requirements, will be conducted throughout the EIS process.

In order to further define the project study, a scoping meeting will be conducted with the regulatory agencies to ensure that the scope of work adequately addresses all of the issues raised by the agencies. Agency coordination will continue throughout the study with regular conference calls to report on the project's progress and discuss agency concerns. The project team will meet with the Environmental Technical Assistance Team (ETAT) at key points in the study's development. In addition, the ETAT will have the opportunity to formally comment during the review period for the Draft EIS, Final EIS and Record of Decision (ROD).

Several members of the ETAT, through their review of the project in the Efficient Transportation Decision Making (ETDM) Programming Screen, had comments regarding a number of environmental issues. While Action Plans have been prepared to address several issues, the focus of this plan is the procedure to be used to address comments concerning potential impacts of the proposed action on Coastal and Marine resources. Among the concerns expressed are: the road's potential impact on and the need to maintain the natural hydrology and freshwater inflow to the estuarine environment; the effects of increased traffic and automobile-associated pollutants carried by stormwater runoff; and the effect of residential and commercial development resulting from the presence of the new road.

Given that the information presented in the ETDM programming screen was on the corridor level, most of the issues raised by ETAT members will be addressed during the development of alignments within the corridors selected for further study. Estimates of impacts will be based on the right-of-way width for the alternative(s) developed rather than the corridor widths. The general study process that will be utilized to address issues raised by the agencies is as follows:

- The study team will submit the proposed methodology for conducting essential fish habitat surveys to the National Marine Fisheries Service (NMFS) and the Florida Fish and Wildlife Conservation Commission (FFWCC) prior to conducting field investigations.

- The study team will conduct field investigations to identify the nature and extent of the essential fish habitat resources within the alternative alignments in accordance with Part 2 of the FDOT *PD&E Manual*. This will include the identifying the location of listed species and their habitats within the alternative alignments, including vegetation surveys (salt marsh, sea grass, etc.); determining the habitat suitability for listed species; the determination of actual or potential impacts of the proposed alternatives fish species and/or their habitats; and conducting an Essential Fish Habitat (EFH) assessment.
- The analysis of the alternatives impacts will also consider the barrier effect the new roadway might have on the area hydrology and the estuarine environment and the potential for, and impacts of, coastal and riverine flooding, such as changes in salinity.
- An EFH assessment report will be prepared that documents the available habitat and species that occur or have a potential to occur in the study area, the potential impacts of the project alternatives on essential fish habitat, and proposed mitigation. Coordination with the National Marine Fisheries Service (NMFS) will occur, as will similar coordination with various state agencies with jurisdiction over Marine and Coastal resources including fisheries and habitat.
- Based upon the data gathered and coordination with the agencies, adjustments will be made and/or design changes implemented to the alternative alignments to minimize or avoid impacts where feasible to do so.
- Coordination with all appropriate ETAT member agencies will be maintained throughout the process, as indicated above.
- Consistency with the Coastal Zone Management Act will be determined by the Florida Department Environmental Protection (FDEP).

Through project scoping and direct consultation with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA), the NMFS, and the FFWCC, the level of detail and scope of the Essential Fish Habitat analysis will be determined. Specifically, NMFS noted that the salt marsh, tidal flats, marine and estuarine water column, and non-vegetated bottom found within the project's study area have been identified as EFH for postlarval/juvenile penaeid shrimp; postlarval/juvenile, sub-adult, and adult red drum; juvenile Spanish and king mackerel; juvenile and adult gray snapper; and juvenile gag grouper. Any federal activities which may adversely impact EFH are required to consult with NMFS and provide an EFH assessment.

Once the assumptions and expectations for the analysis of EFH impacts have been established, the analysis will be initiated. The procedure for analyzing the effects on Coastal and Marine resources will be conducted in the following manner and summarized in the Essential Fish Habitat Assessment and the Draft EIS.

- Define the boundaries for each issue/resource.
- Identify managed species and existing habitats.
- Identify potential project impacts.
- Evaluate the potential project impacts.
- Compare potential impacts among alternatives
- Assess the consequences and develop strategies for avoidance, minimization, and mitigation.

Direct consultation with the Florida Fish and Wildlife Conservation Commission (FFWCC), the Florida Department of Agriculture and Consumer Services (FDACS), and the FDEP will address such Coastal and Marine issues as and potential project impacts to recreational and commercial fisheries, shellfish, water quality, salt marsh, and sea grass.

Gulf Coast Parkway

Indirect and Cumulative Effects Action Plan

The Project Development and Environment (PD&E) Study for the Gulf Coast Parkway will be developed in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended; and to comply with all federal and state laws and requirements. Given that the alternatives developed for the proposed project will be on new alignment or in combination with existing roadways, the level of documentation will be an Environmental Impact Statement (EIS). Coordination with state, federal and local agencies, including those with jurisdiction over the referenced requirements, will be conducted throughout the EIS process.

In order to further define the project study a scoping meeting will be conducted with the agencies to ensure that the scope of work adequately addresses all of the issues raised by the agencies. Agency coordination will continue throughout the study with regular conference calls to report on the project's progress and discuss agency concerns. The project team will meet with the Environmental Technical Assistance Team (ETAT) at key points in the study's development. In addition, the ETAT will have the opportunity to formally comment during the review period for the Draft EIS, Final EIS and Record of Decision (ROD).

Several members of the ETAT, through their review of the project in the Efficient Transportation Decision Making (ETDM) Programming Screen, had comments regarding Secondary (Indirect) and Cumulative Effects. Concern was expressed that the proposed alternatives would introduce greater potential for development in the least developed portions of the project area with the attendant risk of reduced water quality, loss of wetlands, hydrologic alterations and flooding within the watershed, the introduction and spread of exotic invasive plants, reduced aquatic habitat quality, fragmentation or loss of terrestrial habitat, and increased threats to listed species.

According to the Federal Highway Administration (FHWA) publication "Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process," potential effects or impacts of a proposed action that must be considered by Federal agencies as required by the NEPA process are defined by the Council on Environmental Quality (CEQ) regulations (40 CFR §§1500-1508) as:

Direct effects are caused by the action and occur at the same time and place. (40 CFR § 1508.8)

Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. (40 CFR § 1508.8)

Cumulative impact is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions

regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. (40 CFR § 1508.7)

The terms "effect" and "impact" are used synonymously in the CEQ regulations (40 CFR §1508.8). "Secondary impact" does not appear, nor is it defined in either the CEQ regulations or related CEQ guidance. However, the term is used in the FHWA's *Position Paper: Secondary and Cumulative Impact Assessment In the Highway Project Development Process* (April, 1992) but is defined with the CEQ definition of indirect impact (40 CFR § 1508.8). Some authors on this subject have distinguished secondary impacts from indirect impacts, while others; including the FHWA have used the terms interchangeably. For purposes of this guidance, secondary and indirect impacts mean the same thing.

Through project scoping and direct consultation with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA) and other agencies, the level of detail and scope of the Secondary (Indirect) and Cumulative Effects analysis will be determined. Specific items to be discussed in the scoping meeting include the verification of issues to be analyzed, the determination of the study area and time period for the analysis, the methodology to identify future development and growth trends, the identification of secondary and cumulative impacts (encroachment-alteration/single-source additive or interactive effects and project-induced growth effects), the techniques to be utilized to determine the significance of the indirect and cumulative impacts (matrices, networks, cartographic techniques, etc.) and the identification of mitigation measures for the Secondary (Indirect) and Cumulative Effects within the affected watershed/ecosystem.

The procedure for analyzing the indirect and cumulative effects on specific resources will be conducted in the following manner and summarized in the draft EIS.

- **Identify resources to be evaluated for indirect (secondary) and cumulative effects.**

Participants in the scoping meeting will be asked to identify the resources to be evaluated; to provide the baseline condition (health and sustainability) of each affected resource; to identify the issues to be addressed in terms of characteristics, functions and importance of the affected resources; and to provide any available data or information for the evaluation.

- **Define the boundaries for each issue/resource.**

Scoping participants will be requested to suggest the appropriate spatial and temporal boundaries for the indirect and cumulative analysis for each resource.

- **Inventory notable features.**

The inventory of notable features confirms the baseline condition of the affected ecosystem and socioeconomic resources. It is also the stage of the analysis when past trends, goals, and the potential for change is determined. Sources for trend data include recent and historical demographic data from the US Census Bureau, state and regional agencies. Economic data may be obtained from other government sources such as the Bureau of Economic Affairs and from local

authorities. Land use and comprehensive plans reflect community goals and infrastructure plans and economic development agencies are sources for identification of economic development goals. Local and regional development regulations, zoning ordinances, special district regulations, and development incentives/disincentives help determine where change may occur.

- **Identify project impact-causing activities.**

This step identifies the indirect and cumulative impact-causing activities of the project and their causal relationships. Indirect impact-causing actions may be encroachment-alteration effects or access-alteration effects (project-induced growth effects). Induced-growth effects are attributable to induced growth itself, and not the project design features. Cumulative impact-causing activities include those resulting from the proposed activity and other reasonably foreseeable actions, such as planned developments.

- **Determine significance of the potential Secondary (Indirect) and Cumulative effects for analysis.**

The objective of this step is to compare the project impact-causing actions with the goals and notable features of the study area to establish which effects are potentially significant and merit subsequent detailed analysis.

- **Analyze the Secondary (Indirect) and Cumulative Effects.**

Assess the consequences of the indirect and cumulative effects. Because the proposed project is partially on new alignment, an integrated transportation-land use model, such as Transus or Transite, will be used. These models predict how changes in accessibility influence changes in locations. The allocation of population growth will be performed for both the No-Build and the Build alternatives. This allows the separation of project-induced growth effects from growth-induced effects.

- **Evaluate the analytical results.**

Due to the uncertainty of future events, it is necessary to make assumptions regarding the nature of the impact-causing activities, the nature of the cause and effect relationships, and how the environment will be affected by the impacts. If there is uncertainty regarding the underlying assumptions used to estimate the indirect and cumulative effects and changes in those assumptions would result in significant changes in the findings, then a sensitivity analysis will be conducted. This is a procedure whereby forecast assumptions are changed one at a time to test the sensitivity of effects to the particular assumptions.

- **Assess the consequences and develop strategies for avoidance, minimization, and mitigation.**

In this step, each identified indirect effect is evaluated in the context of the overall aim of the project and the study area goals and notable features. An effect that would adversely impact a study area goal or notable feature may require mitigation. Practical mitigation measures within the jurisdiction of the

FDOT/FHWA will be evaluated. Where practical mitigation measures are not within the jurisdiction of the FDOT/FHWA, strategies and techniques for growth management by others will be presented.

Gulf Coast Parkway

Wetlands Action Plan

The Project Development and Environment (PD&E) Study for the Gulf Coast Parkway will be developed in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended; and to comply with all federal and state laws and requirements. Given that the alternatives developed for the proposed project will be on new alignment or in combination with existing roadways, the level of documentation will be an Environmental Impact Statement (EIS). Coordination with state, federal and local agencies, including those with jurisdiction over the referenced requirements, will be conducted throughout the EIS process.

In order to further define the project study, a scoping meeting will be conducted with the regulatory agencies to ensure that the scope of work adequately addresses all of the issues raised by the agencies. Agency coordination will continue throughout the study with regular conference calls to report on the project's progress and discuss agency concerns. The project team will meet with the Environmental Technical Assistance Team (ETAT) at key points in the study's development. In addition, the ETAT will have the opportunity to formally comment during the review period for the Draft EIS, Final EIS and Record of Decision (ROD).

Several members of the ETAT, through their review of the project in the Efficient Transportation Decision Making (ETDM) Programming Screen, had comments regarding a number of environmental issues. While Action Plans have been prepared to address several issues, the focus of this plan are the procedures used to address those comments concerning potential impacts of the proposed action to Wetlands. Concern was expressed for the amount of wetlands potentially impacted by the proposed action and by indirect and cumulative actions potentially occurring as a result of the project, project-specific water quality and water quantity alterations, reduced aquatic habitat quality, and impacts to listed species and their habitats, including essential fish habitat.

Given that the information in the ETDM programming screen was on the corridor level, the issues raised by ETAT members will be addressed during the development of alignments within the corridors selected for further study. Estimates of impacts will be based on the right-of-way width for the alternative(s) developed rather than the corridor widths. The general study process that will be utilized to address those issues raised by the agencies is as follows:

- The study team will coordinate with the agencies prior to conducting field work. This includes providing the survey methodology for agency review.
- The study team will conduct field investigations to identify the nature and extent of the natural resources within the alternative alignments in accordance with Part 2 of the FDOT *PD&E Manual*. This will include identification of the type and functions of wetlands, their contiguity, vegetative structural diversity, wildlife

habitat value, and integrity. Wetlands will be identified using both the state Florida Wetlands Delineation Manual and the US Corps of Engineers Wetland Delineation Manual to ensure that wetlands falling under either the state or federal definitions will be identified. Wetlands will be classified using the Florida Land Use Cover Classification System (FLUCCS) and the USFWS classification system as described in “Classification of Wetlands and Deepwater Habitats of the United States”.

- The functions and values of representative wetlands of each principal type will be evaluated utilizing the Uniform Mitigation Assessment Method (UMAM).
- Based upon the results of the wetland impact evaluation and coordination with the agencies, adjustments will be made and/or design changes implemented to the alternative alignments, to minimize or avoid impacts where feasible to do so.
- Where wetland avoidance is not viable, practicable measures to minimize harm will be identified through coordination with the resource agencies (USCOE, FDEP, USFWS, FFWCC, and NFWFMD).
- A Wetland Evaluation Report (WER) will be prepared to document the types and functions of existing wetlands; the potential impacts to wetland functions, including indirect and cumulative impacts, as a result of the proposed project; and the consultation and coordination conducted with the resource agencies. The Final WER will include conceptual mitigation measures to offset the anticipated impacts.
- Coordination with all appropriate ETAT member agencies will be maintained throughout the process, as indicated above.

Through project scoping and direct consultation with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA) and other agencies, the level of detail and scope of the Wetland analysis will be determined. Specific items to be discussed in the scoping meeting include the types and functions of existing wetlands; the potential impacts to wetland functions, including indirect and cumulative impacts. Once the assumptions and expectations for the analysis of Wetland impacts have been established, the analysis will be initiated.

Once the assumptions and expectations for the analysis of impacts to Wetlands have been established, the analysis will be initiated. The procedure for analyzing the effects on Wetlands will be conducted in the following manner and summarized in the WER and Draft EIS.

- Define the boundaries for each issue/resource.
- Inventory notable features.

- Identify project impact-causing activities.
- Evaluate the analytical results.
- Assess the consequences and develop strategies for avoidance, minimization, and mitigation.

Gulf Coast Parkway

Wildlife and Habitat Action Plan

The Project Development and Environment (PD&E) Study for the Gulf Coast Parkway will be developed in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended; and to comply with all federal and state laws and requirements. Given that the alternatives developed for the proposed project will be on new alignment or in combination with existing roadways, the level of documentation will be an Environmental Impact Statement (EIS). Coordination with state, federal and local agencies, including those with jurisdiction over the referenced requirements, will be conducted throughout the EIS process.

In order to further define the project study, a scoping meeting will be conducted with the regulatory agencies to ensure that the scope of work adequately addresses all of the issues raised by the agencies. Agency coordination will continue throughout the study with regular conference calls to report on the project's progress and discuss agency concerns. The project team will meet with the Environmental Technical Assistance Team (ETAT) at key points in the study's development. In addition, the ETAT will have the opportunity to formally comment during the review period for the Draft EIS, Final EIS and Record of Decision (ROD).

Several members of the ETAT, through their review of the project in the Efficient Transportation Decision Making (ETDM) Programming Screen, had comments regarding a number of environmental issues. While Action Plans have been prepared to address several issues, the focus of this plan are the procedures used to address those comments concerning potential impacts of the proposed action to Wildlife and Habitat. Concerns expressed include the need to produce an EIS to adequately address the potential impacts from the proposed action, the potential for direct, indirect and cumulative impacts to state and federally listed species by the proposed action, habitat fragmentation, increased risk of road kill, the need for seasonal surveys to confirm the presence or absence of listed flora and fauna, and consideration of the loss and degradation of adjacent habitat utilized by migratory birds.

Given that the information in the ETDM programming screen was on the corridor level, most of these issues raised by ETAT members will be addressed during the development of alignments within the corridors selected for further study. Estimates of impacts will be based on the right-of-way width for the alternative(s) developed rather than the corridor widths. The general study process that will be utilized to address those issues raised by the agencies is as follows:

- The study team will coordinate with the FFWCC to establish an appropriate methodology to assess the presence of Species of Greatest Conservation Need (SGCN) and/or their suitable habitats. Due to the large coverage area of this project, this analysis will likely be desktop based with some field investigation for

more detailed verification. The list of SGCN and the list of 45 habitat categories are in Florida's Wildlife Legacy Initiative, the Florida Fish and Wildlife Conservation Commission's (FFWCC) Comprehensive Wildlife Conservation Strategy.

The study team will conduct field investigations to identify the nature and extent of the natural resources within the alternative alignments in accordance with Part 2 of the FDOT *PD&E Manual*. This will include the identifying the location of wildlife, listed species, and their habitats within the alternative alignments, including vegetation surveys during the various flowering seasons, and the evaluation of habitat types and quality.

- An analysis of potential impacts of the proposed alternatives on listed species and habitats will include an evaluation of the connectivity between related populations and the potential for fragmentation of habitats.
- Based upon the data gathered and coordination with the agencies, adjustments will be made and/or design changes implemented to the alternative alignments, to minimize or avoid impacts where feasible to do so.
- Coordination with the FFWCC as well as informal Section 7 consultation with the US Fish and Wildlife Service (USFWS) has been initiated as part of this process. If necessary, formal consultation under Section 7 of the Endangered Species Act will be conducted.
- A Biological Assessment (BA) will be prepared that documents the field survey methodology, the presence of wildlife, including threatened and/or endangered species, that occur or have a potential to occur within the alternatives, the availability of habitat for these species, potential impacts of the project alternatives, and measures to avoid, minimize, or mitigate for involvement with listed species and critical habitat. The BA will also address species afforded protection under the Migratory Bird Treaty Act, the Marine Mammals Protection Act, and the Fish and Wildlife Conservation Act.
- The Essential Fish Habitat Assessment conducted for this project will be incorporated into the Biological Assessment.
- Coordination with all appropriate ETAT member agencies will be maintained throughout the process, as indicated above.

Through project scoping and direct consultation with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA) and other agencies, the level of detail and scope of the Wildlife and Habitat analysis will be determined. Specific items to be discussed in the scoping meeting include the use of longer bridges to span riparian areas adjacent to waterbody crossings; structures to maintain the natural stream system to provide for fish passage; the need for and location

of wildlife crossings; the use of fencing; the use of roadside swales for stormwater treatment in addition to ponds; avoidance, minimization and mitigation for potential impacts including, but not limited to the Florida Black Bear, Panama City Crayfish, red-cockaded woodpecker, flatwoods salamander, bald eagle, Gopher tortoise, rare plants, and migratory birds.

Once the assumptions and expectations for the analysis of impacts to Wildlife and Habitat have been established, the analysis will be initiated. The procedure for analyzing the effects on Wildlife and Habitat will be conducted in the following manner and summarized in the BA and Draft EIS.

- Define the boundaries for each issue/resource.
- Inventory notable features.
- Identify project impact-causing activities.
- Evaluate the analytical results.
- Assess the consequences and develop strategies for avoidance, minimization, and mitigation.

Appendix B

Resolutions and Letters of Project Support

Panama City Metropolitan Planning Organization 4/28/03 Letter

Panama City Metropolitan Planning Organization Resolution 03-06

Department of the Air Force (Tyndall AFB) 9/9/02 Letter

City of Springfield Resolution 09-10

City of Callaway Resolution 09-23

Bay County Transportation Planning Organization Resolution 09-47

Bay County Chamber of Commerce Resolution of 12/17/09

Bay County Chamber of Commerce 1/8/10 Letter

Gulf County Board of County Commissioners 11/3/09 Letter

Bay County Board of County Commissioners 11/18/09 Letter

Port St. Joe Port Authority 10/24/12 Letter

City of Callaway 11/27/12 Letter

Gulf County Board of County Commissioners 02/12/13 Letter

PANAMA CITY URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

P. O. Box 9759 (3435 North 12th Avenue 32503) (850) 595-8910 • S/C 695-8910
Pensacola, Florida 32513-9759 1-800-226-8914
Web Site: www.wfrpc.dst.fl.us FAX (850) 595-8967

Cornel Brock
Chairman

Staff to the MPO:
West Florida Regional Planning Council

Girard L. Clemons, Jr.
Vice Chairman

April 28, 2003

Ms. Rosemary Woods
PBS&J
1901 Commonwealth Lane
Tallahassee, FL 32303

RE: Gulf Coast Parkway Corridor Feasibility Study

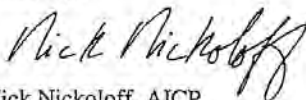
Dear Rosemary:

At the April 23, 2003 meeting, the Panama City MPO approved the enclosed Resolution 03-06 concerning the subject study. By adoption of this resolution, the MPO's official position on the Gulf Coast Parkway Corridor Feasibility Study is as follows:

1. The MPO recommends that Alternatives A or B be selected as the Preferred Alternative for inclusion in the Concept Master Plan, and
2. The MPO supports the appropriation of additional project development funding for Alternatives A or B that will not take away from funding of the MPO's current Major Project Priorities.

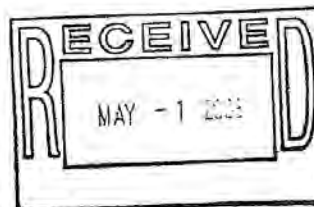
Alternatives A and B are consistent with the MPO's adopted Long Range Transportation Plan for a Tyndall AFB Bypass. Thank you for your assistance at the MPO meetings and we look forward to working with you in the future. Please call me at (800) 226-8914 Ext 212 if additional information is needed.

Sincerely,



Nick Nickoloff, AICP
TPO Coordinator

Copies: Chris Merritt, PBS&J
Jim DeVries, FDOT Urban Office



"...planning for the future transportation needs of the Panama City Urbanized Area and its municipalities..."

RESOLUTION 03-06

A RESOLUTION OF THE PANAMA CITY URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION RECOMMENDING THAT GULF COAST PARKWAY FEASIBILITY STUDY ALTERNATIVES A OR B BE SELECTED AS THE PREFERRED ALTERNATIVE

WHEREAS, the Panama City Urbanized Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor of Florida as being responsible, together with the State of Florida, for carrying out provisions of 23 U.S.C. 134(h) and (i) (2), (3), and (4); 23 CFR 450.324, 326, 328, 330, and 332; and Section 339.175(5) and (7), Florida Statutes; and

WHEREAS, Opportunity Florida (a regional economic development partnership in Calhoun, Franklin, Liberty, Gulf, Gadsden, Jackson, Holmes, and Washington Counties) received a Transportation Outreach Program (TOP) grant from the State of Florida to conduct the Gulf Coast Parkway Corridor Feasibility Study for the possible construction of a new roadway connecting US98 in western Gulf County to US231 in Bay County; and

WHEREAS, the Gulf Coast Parkway Corridor Feasibility Study includes two western Corridor Alternatives (A and B) that are consistent with the Panama City Metropolitan Planning Organization (MPO) Long Range Transportation Plan for a project that would serve as an alternative route around Tyndall Air Force Base; and

WHEREAS, Gulf Coast Parkway Corridor Feasibility Study Alternatives A or B would provide an important transportation link consistent with the MPO's Long Range Transportation Plan, enhance economic development opportunities and improve emergency evacuation of coastal areas in Bay and Gulf Counties;

NOW, THEREFORE, BE IT RESOLVED BY THE PANAMA CITY URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION THAT:

1. The MPO recommends that Gulf Coast Parkway Corridor Feasibility Study Alternatives A or B be selected as the Preferred Alternative for inclusion in the Concept Master Plan, and
2. The MPO supports the appropriation of additional project development funding for Corridor Feasibility Study Alternatives A or B that will not take away from funding of the MPO's current Major Project Priorities.

Passed and duly adopted by the Panama City MPO on this 23rd day of April 2003.

PANAMA CITY METROPOLITAN PLANNING
ORGANIZATION

(Seal)

BY: 
Commissioner Cornel Brock, Chairman

ATTEST:


Michael W. Zeigler, Director
Transportation Planning

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DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

9 SEP 2002

Brig Gen Larry D. New
Commander, 325th Fighter Wing
445 Suwannee Road, Ste 101
Tyndall AFB FL 32403-5541

Ms. Rosemary Woods
1901 Commonwealth Lane
Tallahassee FL 32303

Dear Ms. Woods

In response to your letter of 23 May 02, we appreciate the opportunity to comment on the impact to Tyndall AFB of a proposed new roadway referred to as the "Tyndall By-pass". The proposal to construct a public roadway that would offer an alternative to the existing US 98 that transits through the Tyndall reservation would be of benefit to Tyndall in several ways.

As you know, the current US 98 bisects Tyndall AFB, as well as the entire 29,000-acre Tyndall reservation, into two distinct halves from the Dupont Bridge to Mexico Beach, and provides unrestricted access to within a few hundred yards to one of the busiest flight line operations in the United States Air Force. Since the events of 11 September, we have been constantly reminded of the vulnerability that results from such a US highway through the middle of a military installation.

The potential of another roadway that could provide a suitable alternative for the public that currently transits the Tyndall reservation would provide a beneficial security option by allowing the base to close off the existing portion of US 98 that runs through Tyndall when necessary.

This would significantly upgrade our force protection posture and the safety and security of Tyndall personnel and resources, as well as enhance our ability to execute our mission in heightened threat conditions. The international visibility that Tyndall AFB will gain with the pending F-22 mission underscores the importance of upgrading our force protection posture. Residential or business development immediately along a by-pass on the north side of East Bay would not be in conflict with current Tyndall operations.

As always, we are committed to being a good neighbor, and will continue to work closely with city and county planners, government leaders, developers, and concerned citizens so

that they are aware of Tyndall operations and can make informed decisions concerning land use development that could impact future operations of Tyndall AFB.

Sincerely

Larry D. New
LARRY D. NEW
Brigadier General, USAF
Commander

**CITY OF SPRINGFIELD, FLORIDA
BAY COUNTY, FLORIDA
RESOLUTION NO: 09-10**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF
SPRINGFIELD, FLORIDA IN SUPPORT OF CORRIDOR 17 AS THE
SELECTED CORRIDOR FOR THE NEW GULF COAST PARKWAY**

WHEREAS, PBS&J has prepared for the Florida Department of Transportation and the Federal Highway Administration a Corridor Alternatives Evaluation Summary Report dated January 2009 and is currently receiving public input concerning the preferred corridor for the new Gulf Coast Parkway (the "Project") ; and

WHEREAS, the purpose and the need for the Project is to 1) enhance economic development in Gulf County through provision of direct access to major transportation facilities (regional freight transportation routes and inter-modal facilities); improved mobility; and direct access to tourist destinations in south Gulf County; 2) improve mobility within the regional transportation network by providing a new connection to existing and future transportation routes consistent with the Bay County LRTP; 3) improve security of the Tyndall AFB by providing a shorter detour route, and 4) improve hurricane evacuation for residents of coastal Gulf County by providing an additional evacuation route; and

WHEREAS, PBS&J has evaluated over 20 different corridors, and after evaluating the purpose and need, environmental involvement and total cost, PBS&J has ranked Corridor 17 as the preferred alignment for the Project;

WHEREAS, Corridor 17 is described as follows: Corridor 17 begins at the intersection of US98 and CR 386 and travels north along existing CR 386 for approximately 1.6 miles. The corridor then heads northwesterly on mostly new alignment for approximately 4.2 miles until it nears the eastern boundary of Tyndall AFB. The corridor then turns to the north, also on new alignment, bridges over East Bay at Allanton Road, and continues north (and slightly northwest) to an intersection with SR22. This section of the corridor is approximately 13.6 miles long. At SR 22, the

**CITY OF SPRINGFIELD
RESOLUTION NO. 09-10
PAGE 1 OF 3**

corridor turns west briefly before turning back to the northwest along new alignment until it intersects with CR 2315 (Star Avenue), approximately 3.6 miles north of SR 22. The corridor then travels north on existing Star Avenue to the intersection of US 231. The Corridor 17 length is 27.9 miles;

WHEREAS, Corridor 17 is favored by environmental agencies and groups due to the fact that the utilization of old Allanton Road minimizes habitat bisection and other environmental impacts;

WHEREAS, Corridor 17 reduces traffic on US 98 and increases security to Tyndall AFB by providing an alternative eastern route to Tyndall AFB;

WHEREAS, Corridor 17 provides the shortest transportation times to employment and industry in Panama City (including the shipyard in the Allanton Peninsula), to the inter-modal distribution center, to the new airport, and for tourist coming to Gulf County;

WHEREAS, the Allanton Peninsula in Bay County has already been developed by an airpark, large shipbuilding industry, the Sandy Creek community and central water and sewer, and the construction of the Project along the old Allanton Road would enhance the existing development in this area;

WHEREAS, the best alternative for the enhancement of commercial and industrial development in both Bay County and Gulf County is Corridor 17; and

WHEREAS, the total cost for Corridor 17 was cheaper than the other corridors.

NOW THEREFORE BE IT RESOLVED by the City Commission of the City of Springfield, Florida that:

The City of Springfield does hereby request the Florida Department of Transportation and the Federal Highway Administration to select Corridor 17 for the Project.


CITY OF SPRINGFIELD
RESOLUTION NO. 09-10
PAGE 2 OF 3

Jan. 5. 2010 8:59AM


No. 3395 P. 3/3

PASSED AND ADOPTED in regular session of the City Commission of the City of Springfield, Bay County, Florida this 7th day of December, 2009.

CITY OF SPRINGFIELD, FLORIDA


Robert E. Walker, Mayor

ATTEST:


Anne M. Andrews, Interim City Clerk

**CITY OF SPRINGFIELD
RESOLUTION NO. 09-10
PAGE 3 OF 3**

RESOLUTION 09-23

**A RESOLUTION OF THE CITY OF CALLAWAY,
FLORIDA IN SUPPORT OF CORRIDOR 17 AS THE
SELECTED CORRIDOR FOR THE NEW GULF COAST
PARKWAY**

WHEREAS, PBS&J has prepared for the Florida Department of Transportation and the Federal Highway Administration a Corridor Alternatives Evaluation Summary Report dated January 2009 and is currently receiving public input concerning the preferred corridor for the new Gulf Coast Parkway (the "Project"); and

WHEREAS, the purpose and need for the Project is to 1) enhance economic development in Gulf County through provision of direct access to major transportation facilities (regional freight transportation routes and intermodal facilities); improved mobility; and direct access to tourist destinations in south Gulf County; 2) improve mobility within the regional transportation network by providing a new connection to existing and future transportation routes consistent with the Bay County LRTP; 3) improve security of the Tyndall AFB by providing a shorter detour route, and 4) improve hurricane evacuation for residents of coastal Gulf County by providing an additional evacuation route; and

WHEREAS, PBS&J has evaluated over 20 different corridors, and after evaluating the purpose and need, environmental involvement and total cost, PBS&J has ranked Corridor 17 as No. 1 as the preferred alignment for the Project;

WHEREAS, Corridor 17 is described as follows: Corridor 17 begins at the intersection of US 98 and CR 386 and travels north along existing CR 386 for approximately 1.6 miles. The corridor then heads northwesterly on mostly new alignment for approximately 4.2 miles until it nears the eastern boundary of Tyndall AFB. The

corridor then turns to the north, also on new alignment, bridges over East Bay at Allanton Road, and continues north (and slightly northwest) to an intersection with SR22. This section of the corridor is approximately 13.6 miles long. At SR 22, the corridor turns west briefly before turning back to the northwest along new alignment until it intersects with CR 2315 (Star Avenue), approximately 3.6 miles north of SR22. The corridor then travels north on existing Star Avenue to the intersection of US 231. The Corridor 17 length is 27.9 miles;

WHEREAS, Corridor 17 is favored by environmental agencies and groups due to the fact that the utilization of old Allanton Road minimizes habitat bisection and other environmental impacts;

WHEREAS, Corridor 17 reduces traffic on U.S. 98 and increases security to Tyndall AFB by providing an alternative eastern route to Tyndall AFB;

WHEREAS, Corridor 17 provides the shortest transportation times to employment and industry in Panama City (including the shipyard in the Allanton Peninsula), to the intermodal distribution center, to the new airport, and for tourist coming to Gulf County;

WHEREAS, the Allanton Peninsula in Bay County has already been developed by an airpark, large shipbuilding industry, the Sandy Creek community and central water and sewer, and the construction of the Project along the old Allanton Road would enhance the existing development in this area;

WHEREAS, the best alternative for the enhancement of commercial and industrial development in both Bay County and Gulf County is Corridor 17; and

WHEREAS, the total cost for Corridor 17 was cheaper than the other corridors.

NOW THEREFORE BE IT RESOLVED by the City Commission of the City of Callaway, Florida that:

The City of Callaway does hereby request the Florida Department of Transportation and the Federal Highway Administration to select Corridor 17 for the Project.

PASSED AND ADOPTED this 10th day of November, 2009, by the CALLAWAY CITY COMMISSION meeting in regular session.

CITY OF CALLAWAY


Kenneth L. Meer, Mayor

ATTEST:


Genette R. Bernal, City Clerk

RESOLUTION BAY 09-47

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION SUPPORTING ALTERNATIVE ALIGNMENT 17 AS THE PREFERRED ALTERNATIVE FOR THE GULF COAST PARKWAY PROJECT

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the Governor of the State of Florida as being responsible, together with the State of Florida, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Bay County TPO Planning Area; and

WHEREAS, the Bay County TPO Long Range Transportation Plan includes the concept for a Gulf Coast Parkway, from US98 in the vicinity of Mexico Beach to US231, with a future extension to US98 in Walton County; and

WHEREAS, the Florida Department of Transportation (FDOT) is in the process of conducting a Project Development and Environmental (PD&E) Study for the Gulf Coast Parkway, from US98 in the vicinity of Mexico Beach to US231; and

WHEREAS, FDOT has identified several potential alignments for the proposed roadway for study and evaluation in the PD&E Study process to determine the best location based on impacts to the natural and socio-economic environment; and

WHEREAS, FDOT and the project consultant, PBS&J, have presented the potential alignments for the proposed roadway to the TPO and advisory committees and public at public workshops;

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

The TPO supports Alternative Alignment 17 as the preferred alternative for the Gulf Coast Parkway Project, from US98 in the vicinity of Mexico Beach to US231.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 28th day of October 2009.



ATTEST:

BAY COUNTY TRANSPORTATION
PLANNING ORGANIZATION

BY: William T. Dozier
William T. Dozier, Chairman



BAY COUNTY

CHAMBER OF COMMERCE

**A Resolution
of the**

Bay County Chamber of Commerce

**A Resolution of the Bay County Chamber of Commerce in support of Alignment #17
as the selected corridor for the new Gulf Coast Parkway**

Whereas, the Bay County Board of County Commissioners and the Transportation Planning Organization have endorsed Alignment #17 as the preferred alignment for the new Gulf Coast Parkway; and

Whereas, the purpose and the need for the new Gulf Coast Parkway is to enhance economic development in both Bay and Gulf counties, improve mobility within the regional transportation network, enhance security at Tyndall Air Force Base and provide an additional evacuation route; and

Whereas, the total cost for Alignment #17 is less than other alternatives, is favored by environmental agencies due to utilization of Old Allanton road, provides the shortest transportation route to employment and industry in Bay County;

Therefore be it resolved, the Bay County Chamber of Commerce endorses the selection of Alignment #17 for the new Gulf Coast Parkway.

Approved and Adopted by the Board of Directors of the Bay County Chamber of Commerce on this 17th day of December, 2009.



Sean McNeil, Chairman of the Board
Bay County Chamber of Commerce



Carol Roberts, President/CEO
Bay County Chamber of Commerce



January 8, 2010

Ms. Rosemary Woods
PBS&J
2639 N. Monroe St.
Tallahassee, FL 32303-4027

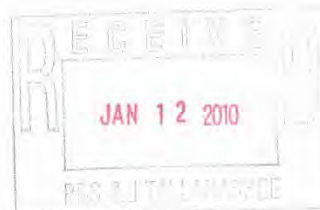
Dear Ms. Woods,

The Bay County Chamber of Commerce is committed to enhancing economic development, improving mobility within our transportation network, enhancing security at Tyndall Air Force Base and providing a much needed additional evacuation route. To this goal, our Board of Directors has passed a resolution endorsing Alignment #17 for the proposed Gulf Coast Parkway.

Please find enclosed a copy of this resolution. If you would like additional information, please don't hesitate to contact me at the Chamber.

Sincerely,

Carol A. Roberts
President/CEO



235 West 5th Street • Post Office Box 1850 • Panama City, Florida 32401
Phone: 850.785.5206 • Fax: 850.763.6229 • reception2@baychamberfl.com

BOARD OF COUNTY COMMISSIONERS GULF COUNTY, FLORIDA

1000 CECIL G. COSTIN, SR. BLVD., ROOM 302, PORT ST. JOE, FLORIDA 32456
PHONE: (850) 229-6106/639-6700 • FAX: (850) 229-9252 • EMAIL: bocc@gulfcounty-fl.gov
WEBSITE: www.gulfcounty-fl.gov

DATE AND TIME OF MEETINGS: SECOND TUESDAYS AT 9:00 A.M., E.T. AND FOURTH TUESDAYS AT 6:00 P.M., E.T.

November 3, 2009

PBS & J
Rosemary E. Woods
2639 North Monroe Street, Building C
Tallahassee, FL 32303

Re: Public Comment/Gulf Coast Parkway

Dear Ms. Woods,

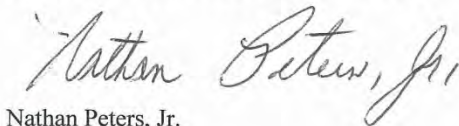
At our regular board meeting on October 13, 2009, the Gulf County Board of County Commissioners voted to support a resolution in support of the route that would best benefit Gulf County. That resolution is currently being drafted and will be forwarded to you upon adoption. In the interim, please accept this letter as public comment on the proposed Gulf Coast Parkway, submitted on behalf of the Gulf County Board of Commissioners.

Let it be recorded that our preference is a hybrid plan consisting of Corridor #8 on the southern side of Hwy 22 and either Corridor #14 or 15 on the northern side of Hwy 22. We feel this route will best address the objectives of the Gulf Coast Parkway (to enhance economic development and to improve emergency evacuations for Gulf and Bay Counties.

Thank you for your consideration and for your diligence on this project. Should you need anything further, please do not hesitate to contact me at any time.

Sincerely,

GULF COUNTY BOARD OF COUNTY COMMISSIONERS



Nathan Peters, Jr.
Chairman

CARMEN L. McLEMORE
District 1

BILLY E. TRAYLOR
District 2

BILL WILLIAMS
District 3

NATHAN PETERS, JR.
District 4

WARREN YEAGER
District 5



BOARD OF COUNTY COMMISSIONERS

840 West 11th Street
Panama City, Florida 32401
Telephone: (850) 248-8140
Fax: (850) 248-8153

BOARD OF COUNTY
COMMISSIONERS

November 18, 2009

NOV 20 2009

www.co.bay.fl.us

POST OFFICE BOX 1818
PANAMA CITY, FL 32402

COMMISSIONERS:

MIKE NELSON
DISTRICT I

GEORGE B. GAINER
DISTRICT II

WILLIAM T. DOZIER
DISTRICT III

JERRY L. GIRVIN
DISTRICT IV

MIKE THOMAS
DISTRICT V

EDWIN L. SMITH
COUNTY MANAGER

Ms. Rosemary Woods
Associate Vice President
PBS&J
2639 North Monroe Street, Bldg. C
Tallahassee, FL 32303

RE: Gulf Coast Parkway

Dear Ms. Woods:

On October 15, 2009, County staff attended the public hearing at the Springfield Community Center regarding the four primary alternative alignments for the Gulf Coast Parkway connecting US 98, west of Mexico Beach, to US 231.

The Bay County Board of County Commissioners and staff have reviewed the alternatives for the Gulf Coast Parkway. The County's preferred choice is Alternative Alignment 17 which provides the most benefit to future transportation in Bay County. This alignment uses segments of Tram Road and Star Avenue which would require upgrades to handle the traffic of the Gulf Coast Parkway. Also, this alignment would improve the intersection of Tram Road and Tyndall Parkway (US 98) which would be a major improvement for the intersection.

Thank you for taking into consideration the County's opinion in this matter.

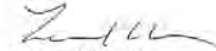
Sincerely,

William T. Dozier, Chairman
Bay County Board of County Commissioners

Cc: Bay County Board of County Commissioners
Planning & Zoning
Public Works

We again thank you for FDOT's continued support and we ask for your favorable consideration of our requests. If you have any questions or would like to discuss further, please contact our office.

Sincerely,



Leonard Costin
Chairman

Cc: Port Commissioners
Tom Gibson
Steve Norris



PORT ST. JOE PORT AUTHORITY

Post Office Box 745
Port St. Joe, FL 32457
Phone: (850) 229-5240

October 24, 2012

Mr. Tommy Barfield, Secretary
Florida Department of Transportation, District 3
1074 Highway 90 East
Chipley, Florida 32428

RECEIVED
OCT 29 2012
ADMINISTRATION

RE: Port of Port St. Joe Connectivity to I-10 and Other Transportation Facilities

Dear Secretary Barfield:

The Port St. Joe Port Authority, in collaboration with our private partner, the St. Joe Company, continues to progress with our efforts to revitalize the seaport at Port St. Joe: Marketing efforts are yielding numerous positive responses, the first tenant – Eastern Shipbuilding Group – will bring upwards of 200 jobs in the next year or so, and we are preparing a new Port Master Plan for our combined properties totaling 300 acres.

As Port activity increases adequate roadway access will be critical to its success. Even today one of the most frequently asked questions of potential tenants is “how close are you to the interstate?” Currently, the Port’s only access to I-10 is via SR 71, a two-lane rural roadway. We recognize that the four-laning of SR71 could take a couple of decades and, while we support that effort, we also note that the Gulf Coast Parkway (the Parkway) is much further advanced and can be accomplished more quickly. However, the Parkway will provide the four-lane connectivity to I-10 that is needed to support freight movements through the port only if a northerly alignment is selected. For this reason we request that the Florida Department of Transportation (FDOT) select an alternative alignment for the Parkway where its northern terminus with US 231 would be north of the existing US 231/Camp Flowers Road intersection.

Further, with the opening of the new Northwest Florida Beaches International Airport in 2010, additional opportunities are available to further strengthen the economic competitiveness of the Port and region by having a roadway connection between the Airport and the Port. Similar opportunities have been identified throughout the region as part of the Northwest Florida Transportation Corridor Authority’s (NFTCA) Master Plan update process, which is focusing on identifying transportation infrastructure investments that can enhance the economic competitiveness of Northwest Florida. For this reason, we also request that FDOT encourage and enable the NFTCA to undertake a PD&E study for a connection between US 231/Gulf Coast Parkway and SR 77, thereby completing the connection between the airport and the Port of Port St. Joe.

We again thank you for FDOT's continued support and we ask for your favorable consideration of our requests. If you have any questions or would like to discuss further, please contact our office.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Leonard Costin', with a stylized flourish at the end.

Leonard Costin
Chairman

Cc: Port Commissioners
Tom Gibson
Steve Norris

From: Michael Fuller [<mailto:mfuller@cityofcallaway.com>]
Sent: Tuesday, November 27, 2012 6:05 PM
To: Satter, Ian
Cc: 'Marcus Collins'
Subject: Gulf Coast Parkway - Alignment 17

After attending the FDOT Five(5) Work Program public hearing yesterday, it became evident that FDOT is currently working with the Federal Highway Administration and other agencies on the Environmental Impact Statement (EIS) for the Gulf Coast Parkway. According to the information provided by your department at www.gulfcoastparkway.com, five (5) alignments or alternative options for placement of the road right-of-way are being considered.

Due to the fact that the EIS is still being prepared, I would like to take the opportunity to inform FDOT that the City of Callaway believes "Alignment 17" is the most practical of the alternative alignments. This comes after discussing to reviewing and discussing the options with the Callaway City Manager. It is important to consider that the City has spent a considerable amount of money (approx. \$20mil) extending water and sewer utilities along CR 2297 in anticipation that FDOT would consider "Alignment 17" the most reasonable route. We feel "Alignment 17" and, to a lesser degree, "Alignment 19" would be the best option for the City and eastern Bay County. We would discourage the selection of the other proposed alignments for the Gulf Coast Parkway.

If you have any questions or need additional information, please do not hesitate to contact me.

Thanks,
Michael

J. Michael Fuller, AICP
Director of Planning, City of Callaway
(850)871-6000 Phone
(850)871-4672 Direct
(850)871-2444 Fax
mfuller@cityofcallaway.com

BOARD OF COUNTY COMMISSIONERS GULF COUNTY, FLORIDA

1000 CECIL G. COSTIN SR. BLVD., ROOM 302, PORT ST. JOE, FLORIDA 32456
PHONE (850)229-6106/639-6700 • FAX (850) 229-9252 • EMAIL: bocc@gulfcountry-fl.gov
Website: www.gulfcountry-fl.gov

DATE AND TIME OF MEETINGS • SECOND AND FOURTH TUESDAYS AT 9:00 A.M., E.T.

February 12, 2013

RECEIVED

FEB 19 2013

ADMINISTRATION

Mr. Tommy Barfield, Secretary
FL Dept. of Transportation, District 3
1074 Highway 90 East
Chipley, FL 32428

RE: Gulf Coast Parkway

Dear Secretary Barfield:

The Gulf County Board of County Commissioners would like to request that the Department consider an alternative alignment for the Gulf Coast Parkway where its northern terminus would connect with U.S. 231 to the north of the existing U.S. 231/Camp Flowers Road intersection. We would also request that the Department enable the Northwest Florida Transportation Corridor Authority to undertake a PD&E study for a connection from the U.S. 231/Gulf Coast Parkway intersection to S.R. 77, which would complete the connection between the airport and the Port of Port St. Joe. It would be very similar to the northern terminus of proposed Corridor Alignment 15.

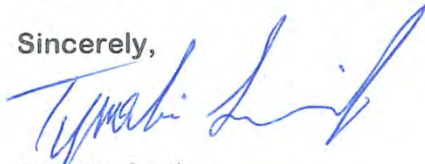
With the delays that have affected completion of the Gulf Coast Parkway, and as there is no definite corridor selected at this time, we believe that this proposed route will provide the most direct and shortest route to U.S. 231. This proposed corridor will most efficiently achieve all 9 goals as set in the Gulf Coast Parkway Project Purpose and Need.

With the economic hardships that we have all faced over the past several years, and with the potential creation of 200 jobs at the Port site (Eastern Shipbuilding Group) in Port St. Joe within the next year, we desperately need connectivity to I-10 as it will be the major route for freight movement. With the direct access to U.S. 231 and I-10, the economic competitiveness of Gulf County would be greatly enhanced and the Port would receive the boost it needs to become active.

Secretary Tommy Barfield
February 12, 2013
Page 2

The Gulf County Board of County Commissioners thanks you for the dedication and continued support we receive from the Florida Department of Transportation. Your consideration in this matter is greatly appreciated, and should you have any questions, please contact us at (850) 229-6106.

Sincerely,



Tynalin Smiley
Chairman



Gulf Coast Parkway -

Disclaimer- Gulf County GIS provides this GIS data as a public service. NO WARRANTY for the availability or accuracy is provided.



Printed: Feb 06, 2013

Corridor 15





The purpose of the proposed Gulf Coast Parkway is to improve mobility by increasing the regional transportation network, increase security of the Tyndall Air Force Base (AFB), enhance economic development in Bay and Gulf Counties, and improve emergency evacuation of Gulf and Bay Counties. These goals will be achieved by:

1. Reducing travel times for residents from southeast Bay and coastal Gulf counties to employment centers in Panama City.
2. Providing a more direct route between US 98 in Gulf County and freight transfer facilities on US 231 within Bay County.
3. Improving access between Gulf County Enterprise Zones along CR 386 and US 98 and the major freight transportation route out of Bay County, US 231.
4. Providing a direct route for tourists traveling US 231 to reach vacation and recreation opportunities in south Gulf County.
5. Providing a more direct (USEPA) route from south Gulf County to the Panama City International Airport (existing and proposed).
6. Increasing traffic capacity of existing roadways; in particular, the currently congested sections of US 98 (Tyndall Parkway).
7. Improving security for the Tyndall AFB by providing an alternative route to US 98 through Tyndall.
8. Providing an alternative to existing emergency evacuation routes.
9. Providing a new corridor consistent with the adopted Bay County Long Range Transportation Plan (LRTP); and the adopted Bay County and proposed Gulf County Comprehensive Plans.



Appendix C

AD-1006 United States Department of Agriculture (USDA) Farmland Conversion Impact Rating Form

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 8/21/09			
Name Of Project Gulf Coast Parkway		Federal Agency Involved Federal Highway Administration			
Proposed Land Use New Alignment		County And State Calhoun County, Florida			
PART II (To be completed by NRCS)		Date Request Received By NRCS 8/26/09			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply – do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated 1455	Average Farm Size 162
Major Crop(s) Cotton, Peanuts, Hay	Farmable Land In Govt. Jurisdiction Acres: 18,008 % 5	Amount Of Farmland As Defined in FPPA Acres: 63,114 % 17			
Name Of Land Evaluation System Used Soil Productivity Rating	Name Of Local Site Assessment System None	Date Land Evaluation Returned By NRCS 9/1/09			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		110.18			
B. Total Acres To Be Converted Indirectly		0.00			
C. Total Acres In Site		110.18	0.0	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		14.98			
B. Total Acres Statewide And Local Important Farmland		0.00			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.0004			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		3.4			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		71.19	0	0	0
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 558.5(b))		Maximum Points			
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160	0	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	71.19	0	0
Total Site Assessment (From Part VI above or a local site assessment)		160	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	71	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Reason For Selection:					

(See Instructions on reverse side)

This form was electronically produced by National Production Services Staff.

Clear Form

Form AD-1006 (10-83)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 – Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 – Originator will send copies A, B and C together with maps indicating locations of site(s), to the Natural Resources Conservation Service (NRCS) local field office and retain copy D for their files. (Note: NRCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the NRCS State Conservationist in each state).

Step 3 – NRCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 – In cases where farmland covered by the FPPA will be converted by the proposed project, NRCS field offices will complete Parts II, IV and V of the form.

Step 5 – NRCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for NRCS records).

Step 6 – The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 – The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in §658.5 (b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points, and alternative Site "A" is rated 180 points:

Total points assigned Site A = $\frac{180}{200} \times 160 = 144$ points for Site "A."

Maximum points possible 200

Site Assessment Scoring for the Twelve Factors Used in FPPA

The Site Assessment criteria used in the Farmland Protection Policy Act (FPPA) rule are designed to assess important factors other than the agricultural value of the land when determining which alternative sites should receive the highest level of protection from conversion to non agricultural uses.

Twelve factors are used for Site Assessment and ten factors for corridor-type sites. Each factor is listed in an outline form, without detailed definitions or guidelines to follow in the rating process. The purpose of this document is to expand the definitions of use of each of the twelve Site Assessment factors so that all persons can have a clear understanding as to what each factor is intended to evaluate and how points are assigned for given conditions.

In each of the 12 factors a number rating system is used to determine which sites deserve the most protection from conversion to non-farm uses. The higher the number value given to a proposed site, the more protection it will receive. The maximum scores are 10, 15 and 20 points, depending upon the relative importance of each particular question. If a question significantly relates to why a parcel of land should not be converted, the question has a maximum possible protection value of 20, whereas a question which does not have such a significant impact upon whether a site would be converted, would have fewer maximum points possible, for example 10.

The following guidelines should be used in rating the twelve Site Assessment criteria:

1. How much land is in non-urban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent:	15 points
90-20 percent:	14 to 1 points
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the area within one mile of the proposed site is non-urban area. For purposes of this rule, "non-urban" should include:

- Agricultural land (crop-fruit trees, nuts, oilseed)
- Range land
- Forest land
- Golf Courses
- Non paved parks and recreational areas
- Mining sites
- Farm Storage
- Lakes, ponds and other water bodies
- Rural roads, and through roads without houses or buildings
- Open space
- Wetlands
- Fish production
- Pasture or hayland

Urban uses include:

- Houses (other than farm houses)
- Apartment buildings
- Commercial buildings
- Industrial buildings
- Paved recreational areas (i.e. tennis courts)
- Streets in areas with 30 structures per 40 acres
- Gas stations

- Equipment, supply stores
- Off-farm storage
- Processing plants
- Shopping malls
- Utilities/Services
- Medical buildings

In rating this factor, an area one-mile from the outer edge of the proposed site should be outlined on a current photo; the areas that are urban should be outlined. For rural houses and other buildings with unknown sizes, use 1 and 1/3 acres per structure. For roads with houses on only one side, use one half of road for urban and one half for non-urban.

The purpose of this rating process is to insure that the most valuable and viable farmlands are protected from development projects sponsored by the Federal Government. With this goal in mind, factor S1 suggests that the more agricultural lands surrounding the parcel boundary in question, the more protection from development this site should receive. Accordingly, a site with a large quantity of non-urban land surrounding it will receive a greater number of points for protection from development. Thus, where more than 90 percent of the area around the proposed site (do not include the proposed site in this assessment) is non-urban, assign 15 points. Where 20 percent or less is non-urban, assign 0 points. Where the area lies between 20 and 90 percent non-urban, assign appropriate points from 14 to 1, as noted below.

Percent Non-Urban Land within 1 mile	Points
90 percent or greater	15
85 to 89 percent	14
80 to 84 percent	13
75 to 79 percent	12
70 to 74 percent	11
65 to 69 percent	10
60 to 64 percent	9
55 to 59 percent	8
50 to 54 percent	7
45 to 49 percent	6
40 to 44 percent	5
35 to 39 percent	4
30 to 34 percent	3
25 to 29 percent	2
21 to 24 percent	1
20 percent or less	0

2. How much of the perimeter of the site borders on land in non-urban use?

More than 90 percent:	10 points
90 to 20 percent:	9 to 1 point(s)
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the land adjacent to the proposed site is non-urban use. Where factor #1 evaluates the general location of the proposed site, this factor evaluates the immediate perimeter of the site. The definition of urban and non-urban uses in factor #1 should be used for this factor.

In rating the second factor, measure the perimeter of the site that is in non-urban and urban use. Where more than 90 percent of the perimeter is in non-urban use, score this factor 10 points. Where less than 20 percent, assign 0 points. If a road is next to the perimeter, class the area according to the

23 to 25 percent	2
20 to 22 percent percent or Less	1
Less than 20 percent	0

4. Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected:	20 points
Site is not protected:	0 points

This factor is designed to evaluate the extent to which state and local government and private programs have made efforts to protect this site from conversion.

State and local policies and programs to protect farmland include:

State Policies and Programs to Protect Farmland

1. Tax Relief:

A. Differential Assessment: Agricultural lands are taxed on their agricultural use value, rather than at market value. As a result, farmers pay fewer taxes on their land, which helps keep them in business, and therefore helps to insure that the farmland will not be converted to nonagricultural uses.

1. Preferential Assessment for Property Tax: Landowners with parcels of land used for agriculture are given the privilege of differential assessment.
2. Deferred Taxation for Property Tax: Landowners are deterred from converting their land to nonfarm uses, because if they do so, they must pay back taxes at market value.
3. Restrictive Agreement for Property Tax: Landowners who want to receive Differential Assessment must agree to keep their land in - eligible use.

B. Income Tax Credits

Circuit Breaker Tax Credits: Authorize an eligible owner of farmland to apply some or all of the property taxes on his or her farmland and farm structures as a tax credit against the owner's state income tax.

C. Estate and Inheritance Tax Benefits

Farm Use Valuation for Death Tax: Exemption of state tax liability to eligible farm estates.

2. "Right to farm" laws:

Prohibits local governments from enacting laws which will place restrictions upon normally accepted farming practices, for example, the generation of noise, odor or dust.

3. Agricultural Districting:

Wherein farmers voluntarily organize districts of agricultural land to be legally recognized geographic areas. These farmers receive benefits, such as protection from annexation, in exchange for keeping land within the district for a given number of years.

4. Land Use Controls: Agricultural Zoning.

Types of Agricultural Zoning Ordinances include:

- A. Exclusive: In which the agricultural zone is restricted to only farm-related dwellings, with, for example, a minimum of 40 acres per dwelling unit.
- B. Non-Exclusive: In which non-farm dwellings are allowed, but the density remains low, such as 20 acres per dwelling unit.

Additional Zoning techniques include:

- A. Sliding Scale: This method looks at zoning according to the total size of the parcel owned. For example, the number of dwelling units per a given number of acres may change from county to county according to the existing land acreage to dwelling unit ratio of surrounding parcels of land within the specific area.

- B. Point System or Numerical Approach: Approaches land use permits on a case by case basis.

LESA: The LESA system (Land Evaluation-Site Assessment) is used as a tool to help assess options for land use on an evaluation of productivity weighed against commitment to urban development.

- C. Conditional Use: Based upon the evaluation on a case by case basis by the Board of Zoning Adjustment. Also may include the method of using special land use permits.

5. Development Rights:

- A. Purchase of Development Rights (PDR): Where development rights are purchased by Government action.

Buffer Zoning Districts: Buffer Zoning Districts are an example of land purchased by Government action. This land is included in zoning ordinances in order to preserve and protect agricultural lands from non-farm land uses encroaching upon them.

- B. Transfer of Development Rights (TDR): Development rights are transferable for use in other locations designated as receiving areas. TDR is considered a locally based action (not state), because it requires a voluntary decision on the part of the individual landowners.

6. Governor's Executive Order: Policy made by the Governor, stating the importance of agriculture, and the preservation of agricultural lands. The Governor orders the state agencies to avoid the unnecessary conversion of important farmland to nonagricultural uses.

7. Voluntary State Programs:

- A. California's Program of Restrictive Agreements and Differential Assessments: The California Land Conservation Act of 1965, commonly known as the Williamson Act, allows cities, counties and individual landowners to form agricultural preserves and enter into contracts for 10 or more years to insure that these parcels of land remain strictly for agricultural use. Since 1972 the Act has extended eligibility to recreational and open space lands such as scenic highway corridors, salt ponds and wildlife preserves. These contractually restricted lands may be taxed differentially for their real value. One hundred-acre districts constitute the minimum land size eligible.

Suggestion: An improved version of the Act would state that if the land is converted after the contract expires, the landowner must pay the difference in the taxes between market value for the land and the agricultural tax value which he or she had been

paying under the Act. This measure would help to insure that farmland would not be converted after the 10 year period ends.

- B. Maryland Agricultural Land Preservation Program: Agricultural landowners within agricultural districts have the opportunity to sell their development rights to the Maryland Land Preservation Foundation under the agreement that these landowners will not subdivide or develop their land for an initial period of five years. After five years the landowner may terminate the agreement with one year notice.

As is stated above under the California Williamson Act, the landowner should pay the back taxes on the property if he or she decides to convert the land after the contract expires, in order to discourage such conversions.

- C. Wisconsin Income Tax Incentive Program: The Wisconsin Farmland Preservation Program of December 1977 encourages local jurisdictions in Wisconsin to adopt agricultural preservation plans or exclusive agricultural district zoning ordinances in exchange for credit against state income tax and exemption from special utility assessment. Eligible candidates include local governments and landowners with at least 35 acres of land per dwelling unit in agricultural use and gross farm profits of at least \$6,000 per year, or \$18,000 over three years.

8. Mandatory State Programs:

- A. The Environmental Control Act in the state of Vermont was adopted in 1970 by the Vermont State Legislature. The Act established an environmental board with 9 members (appointed by the Governor) to implement a planning process and a permit system to screen most subdivisions and development proposals according to specific criteria stated in the law. The planning process consists of an interim and a final Land Capability and Development Plan, the latter of which acts as a policy plan to control development. The policies are written in order to:

- prevent air and water pollution;
- protect scenic or natural beauty, historic sites and rare and irreplaceable natural areas; and
- consider the impacts of growth and reduction of development on areas of primary agricultural soils.

- B. The California State Coastal Commission: In 1976 the Coastal Act was passed to establish a permanent Coastal Commission with permit and planning authority. The purpose of the Coastal Commission was and is to protect the sensitive coastal zone environment and its resources, while accommodating the social and economic needs of the state. The Commission has the power to regulate development in the coastal zones by issuing permits on a case by case basis until local agencies can develop their own coastal plans, which must be certified by the Coastal Commission.

- C. Hawaii's Program of State Zoning: In 1961, the Hawaii State Legislature established Act 187, the Land Use Law, to protect the farmland and the welfare of the local people of Hawaii by planning to avoid "unnecessary urbanization". The Law made all state lands into four districts: agricultural, conservation, rural and urban. The Governor appointed members to a State Land Use Commission, whose duties were to uphold the Law and form the boundaries of the four districts. In addition to state zoning, the Land Use Law introduced a program of Differential Assessment, wherein agricultural landowners paid taxes on their land for its agricultural use value, rather than its market value.

- D. The Oregon Land Use Act of 1973: This act established the Land Conservation and Development Commission (LCDC) to provide statewide planning goals and guidelines.

Under this Act, Oregon cities and counties are each required to draw up a comprehensive plan, consistent with statewide planning goals. Agricultural land preservation is high on the list of state goals to be followed locally.

If the proposed site is subject to or has used one or more of the above farmland protection programs or policies, score the site 20 points. If none of the above policies or programs apply to this site, score 0 points.

5. How close is the site to an urban built-up area?

The site is 2 miles or more from an urban built-up area	15 points
The site is more than 1 mile but less than 2 miles from an urban built-up area	10 points
The site is less than 1 mile from, but is not adjacent to an urban built-up area	5 points
The site is adjacent to an urban built-up area	0 points

This factor is designed to evaluate the extent to which the proposed site is located next to an existing urban area. The urban built-up area must be 2500 population. The measurement from the built-up area should be made from the point at which the density is 30 structures per 40 acres and with no open or non-urban land existing between the major built-up areas and this point. Suburbs adjacent to cities or urban built-up areas should be considered as part of that urban area.

For greater accuracy, use the following chart to determine how much protection the site should receive according to its distance from an urban area. See chart below:

Distance From Perimeter of Site to Urban Area	Points
More than 10,560 feet	15
9,860 to 10,559 feet	14
9,160 to 9,859 feet	13
8,460 to 9,159 feet	12
7,760 to 8,459 feet	11
7,060 to 7,759 feet	10
6,360 to 7,059 feet	9
5,660 to 6,359 feet	8
4,960 to 5,659 feet	7
4,260 to 4,959 feet	6
3,560 to 4,259 feet	5
2,860 to 3,559 feet	4
2,160 to 2,859 feet	3
1,460 to 2,159 feet	2
760 to 1,459 feet	1
Less than 760 feet (adjacent)	0

6. How close is the site to water lines, sewer lines and/or other local facilities and services whose capacities and design would promote nonagricultural use?

None of the services exist nearer than 3 miles from the site	15 points
Some of the services exist more than one but less than 3 miles from the site	10 points
All of the services exist within 1/2 mile of the site	0 points

This question determines how much infrastructure (water, sewer, etc.) is in place which could facilitate nonagricultural development. The fewer facilities in place, the more difficult it is to develop an area. Thus, if a proposed site is further away from these services (more than 3 miles distance away), the site should be awarded the highest number of points (15). As the distance of the parcel of land to services decreases, the number of points awarded declines as well. So, when the site is equal to or further than 1 mile but less than 3 miles away from services, it should be given 10 points. Accordingly, if this distance is 1/2 mile to less than 1 mile, award 5 points; and if the distance from land to services is less than 1/2 mile, award 0 points.

Distance to public facilities should be measured from the perimeter of the parcel in question to the nearest site(s) where necessary facilities are located. If there is more than one distance (i.e. from site to water and from site to sewer), use the average distance (add all distances and then divide by the number of different distances to get the average).

Facilities which could promote nonagricultural use include:

- Water lines
- Sewer lines
- Power lines
- Gas lines
- Circulation (roads)
- Fire and police protection
- Schools

7. Is the farm unit(s) containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.)

As large or larger:	10 points
Below average. Deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more is below average	9 to 0 points

This factor is designed to determine how much protection the site should receive, according to its size in relation to the average size of farming units within the county. The larger the parcel of land, the more agricultural use value the land possesses, and vice versa. Thus, if the farm unit is as large or larger than the county average, it receives the maximum number of points (10). The smaller the parcel of land compared to the county average, the fewer number of points given. Please see below:

Parcel Size in Relation to Average County Size	Points
Same size or larger than average (100 percent)	10
95 percent of average	9
90 percent of average	8
85 percent of average	7
80 percent of average	6
75 percent of average	5
70 percent of average	4
65 percent of average	3
60 percent of average	2
55 percent of average	1
50 percent or below county average	0

State and local Natural Resources Conservation Service offices will have the average farm size information, provided by the latest available Census of Agriculture data

8. If this site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project	10 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project	9 to 1 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project	0 points

This factor tackles the question of how the proposed development will affect the rest of the land on the farm. The site which deserves the most protection from conversion will receive the greatest number of points, and vice versa. For example, if the project is small, such as an extension on a house, the rest of the agricultural land would remain farmable, and thus a lower number of points is given to the site. Whereas if a large-scale highway is planned, a greater portion of the land (not including the site) will become non-farmable, since access to the farmland will be blocked; and thus, the site should receive the highest number of points (10) as protection from conversion.

Conversion uses of the Site Which Would Make the Rest of the Land Non-Farmable by Interfering with Land Patterns

Conversions which make the rest of the property nonfarmable include any development which blocks accessibility to the rest of the site. Examples are highways, railroads, dams or development along the front of a site restricting access to the rest of the property.

The point scoring is as follows:

Amount of Land Not Including the Site Which Will Become Non-Farmable	Points
25 percent or greater	10
23 - 24 percent	9
21 - 22 percent	8
19 - 20 percent	7
17 - 18 percent	6
15 - 16 percent	5
13 - 14 percent	4
11 - 12 percent	3
9 - 11 percent	2
6 - 8 percent	1
5 percent or less	0

9. Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available	5 points
Some required services are available	4 to 1 point(s)
No required services are available	0 points

This factor is used to assess whether there are adequate support facilities, activities and industry to keep the farming business in business. The more support facilities available to the agricultural

landowner, the more feasible it is for him or her to stay in production. In addition, agricultural support facilities are compatible with farmland. This fact is important, because some land uses are not compatible; for example, development next to farmland can be dangerous to the welfare of the agricultural land, as a result of pressure from the neighbors who often do not appreciate the noise, smells and dust intrinsic to farmland. Thus, when all required agricultural support services are available, the maximum number of points (5) are awarded. When some services are available, 4 to 1 point(s) are awarded; and consequently, when no services are available, no points are given. See below:

Percent of Services Available	Points
100 percent	5
75 to 99 percent	4
50 to 74 percent	3
25 to 49 percent	2
1 to 24 percent	1
No services	0

10. Does the site have substantial and well-maintained on farm investments such as barns, other storage buildings, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment	20 points
Moderate amount of non-farm investment	19 to 1 point(s)
No on-farm investments	0 points

This factor assesses the quantity of agricultural facilities in place on the proposed site. If a significant agricultural infrastructure exists, the site should continue to be used for farming, and thus the parcel will receive the highest amount of points towards protection from conversion or development. If there is little on farm investment, the site will receive comparatively less protection. See-below:

Amount of On-farm Investment	Points
As much or more than necessary to maintain production (100 percent)	20
95 to 99 percent	19
90 to 94 percent	18
85 to 89 percent	17
80 to 84 percent	16
75 to 79 percent	15
70 to 74 percent	14
65 to 69 percent	13
60 to 64 percent	12
55 to 59 percent	11
50 to 54 percent	10
45 to 49 percent	9
40 to 44 percent	8
35 to 39 percent	7
30 to 34 percent	6
25 to 29 percent	5
20 to 24 percent	4
15 to 19 percent	3
10 to 14 percent	2
5 to 9 percent	1
0 to 4 percent	0

11. Would the project at this site, by converting farmland to nonagricultural use, reduce the support for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted	10 points
Some reduction in demand for support services if the site is converted	9 to 1 point(s)
No significant reduction in demand for support services if the site is converted	0 points

This factor determines whether there are other agriculturally related activities, businesses or jobs dependent upon the working of the pre-converted site in order for the others to remain in production. The more people and farming activities relying upon this land, the more protection it should receive from conversion. Thus, if a substantial reduction in demand for support services were to occur as a result of conversions, the proposed site would receive a high score of 10; some reduction in demand would receive 9 to 1 point(s), and no significant reduction in demand would receive no points.

Specific points are outlined as follows:

Amount of Reduction in Support Services if Site is Converted to Nonagricultural Use	Points
Substantial reduction (100 percent)	10
90 to 99 percent	9
80 to 89 percent	8
70 to 79 percent	7
60 to 69 percent	6
50 to 59 percent	5
40 to 49 percent	4
30 to 39 percent	3
20 to 29 percent	2
10 to 19 percent	1
No significant reduction (0 to 9 percent)	0

12. Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of the surrounding farmland to nonagricultural use?

Proposed project is incompatible with existing agricultural use of surrounding farmland	10 points
Proposed project is tolerable of existing agricultural use of surrounding farmland	9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland	0 points

Factor 12 determines whether conversion of the proposed agricultural site will eventually cause the conversion of neighboring farmland as a result of incompatibility of use of the first with the latter. The more incompatible the proposed conversion is with agriculture, the more protection this site receives from conversion. Therefore, if the proposed conversion is incompatible with agriculture, the site receives 10 points. If the project is tolerable with agriculture, it receives 9 to 1 points; and if the proposed conversion is compatible with agriculture, it receives 0 points.

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor-type site or design alternative for protection as farmland along with the land evaluation information.

For Water and Waste Programs, corridor analyses are not applicable for distribution or collection networks. Analyses are applicable for transmission or trunk lines where placement of the lines are flexible.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

- | | |
|--------------------------|----------------------|
| (2) More than 90 percent | (3) 15 points |
| (4) 90 to 20 percent | (5) 14 to 1 point(s) |
| (6) Less than 20 percent | (7) 0 points |

- (2) How much of the perimeter of the site borders on land in nonurban use?

- | | |
|--------------------------|-------------------|
| (3) More than 90 percent | (4) 10 point(s) |
| (5) 90 to 20 percent | (6) 9 to 1 points |
| (7) less than 20 percent | (8) 0 points |

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

- | | |
|--------------------------|----------------------|
| (4) More than 90 percent | (5) 20 points |
| (6) 90 to 20 percent | (7) 19 to 1 point(s) |
| (8) Less than 20 percent | (9) 0 points |

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

- | | |
|-----------------------|-----------|
| Site is protected | 20 points |
| Site is not protected | 0 points |

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.)

- | | |
|---|---------------|
| As large or larger | 10 points |
| Below average deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average | 9 to 0 points |

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

- | | |
|--|------------------|
| Acreage equal to more than 25 percent of acres directly converted by the project | 25 points |
| Acreage equal to between 25 and 5 percent of the acres directly converted by the project | 1 to 24 point(s) |
| Acreage equal to less than 5 percent of the acres directly converted by the project | 0 points |

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available	5 points
Some required services are available	4 to 1 point(s)
No required services are available	0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment	20 points
Moderate amount of on-farm investment	19 to 1 point(s)
No on-farm investment	0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted	25 points
Some reduction in demand for support services if the site is converted	1 to 24 point(s)
No significant reduction in demand for support services if the site is converted	0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland	10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland	9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland	0 points

Appendix D

Twelve Corridors

Alternative Corridor 7

Alternative Corridor 8

Alternative Corridor 9

Alternative Corridor 10

Alternative Corridor 11

Alternative Corridor 12

Alternative Corridor 13

Alternative Corridor 14

Alternative Corridor 15

Alternative Corridor 16

Alternative Corridor 17

Alternative Corridor 18

Alternative 8



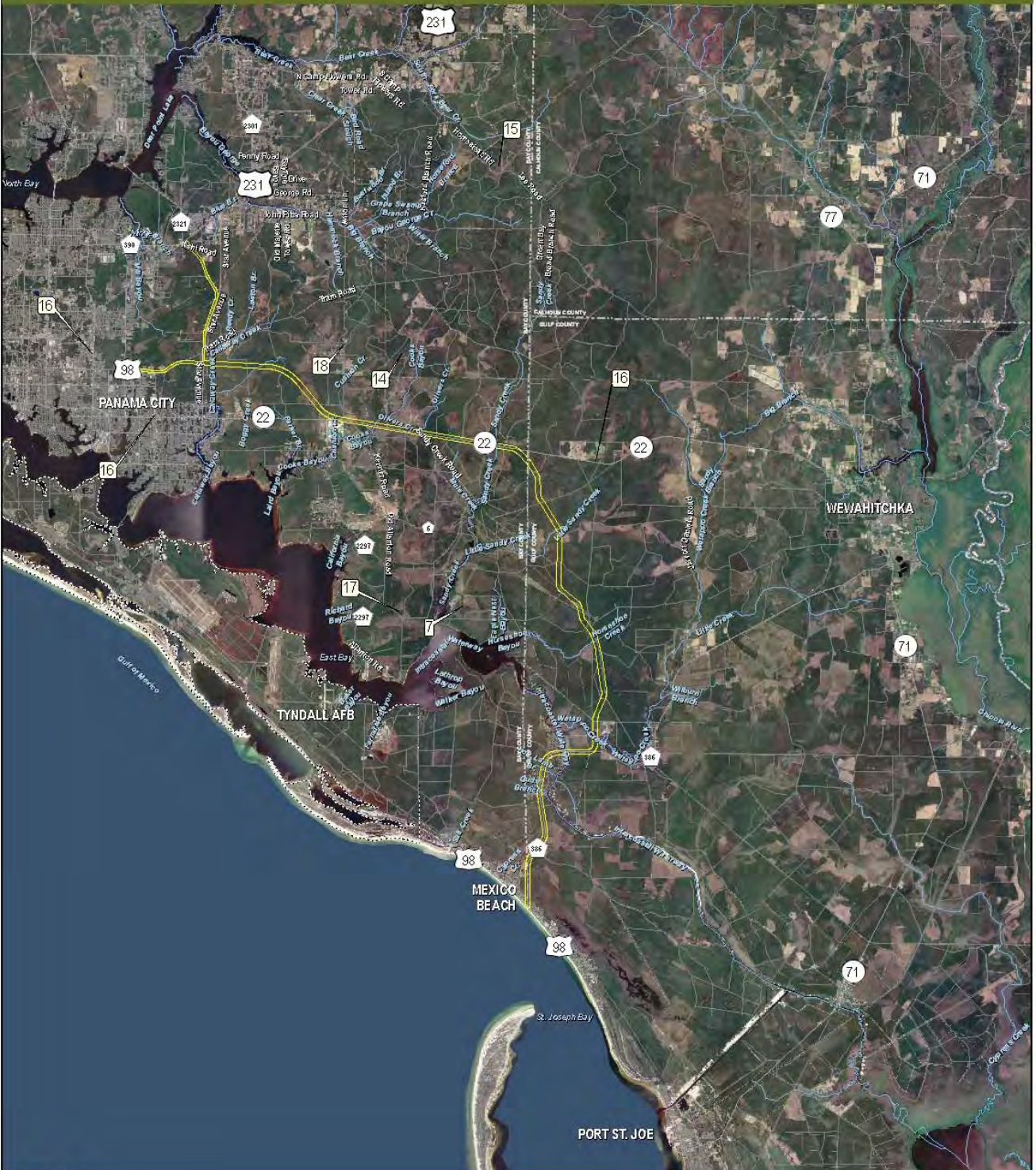
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Alternative 8



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Alternative 9

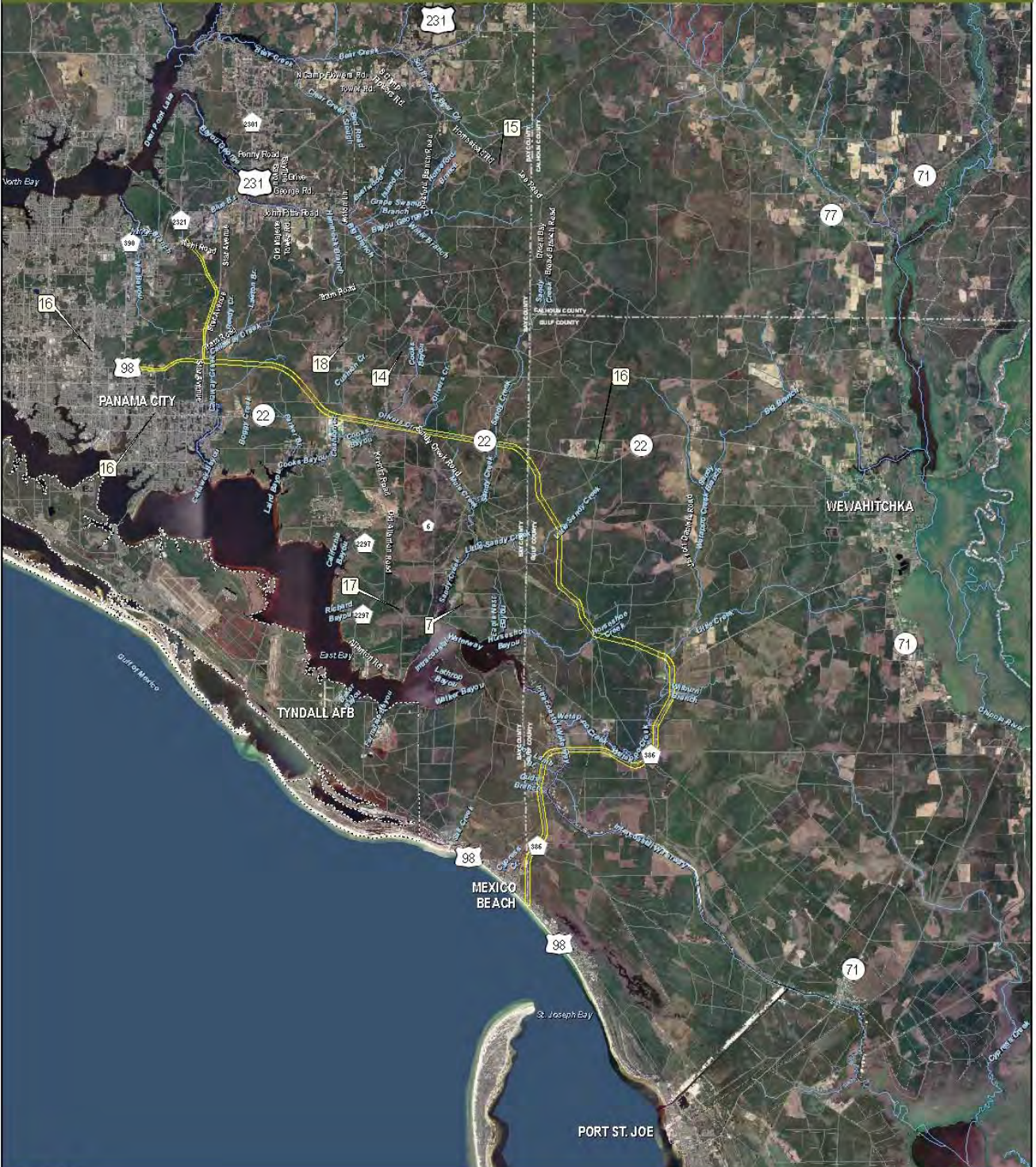


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 Alternative 9



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Alternative 10

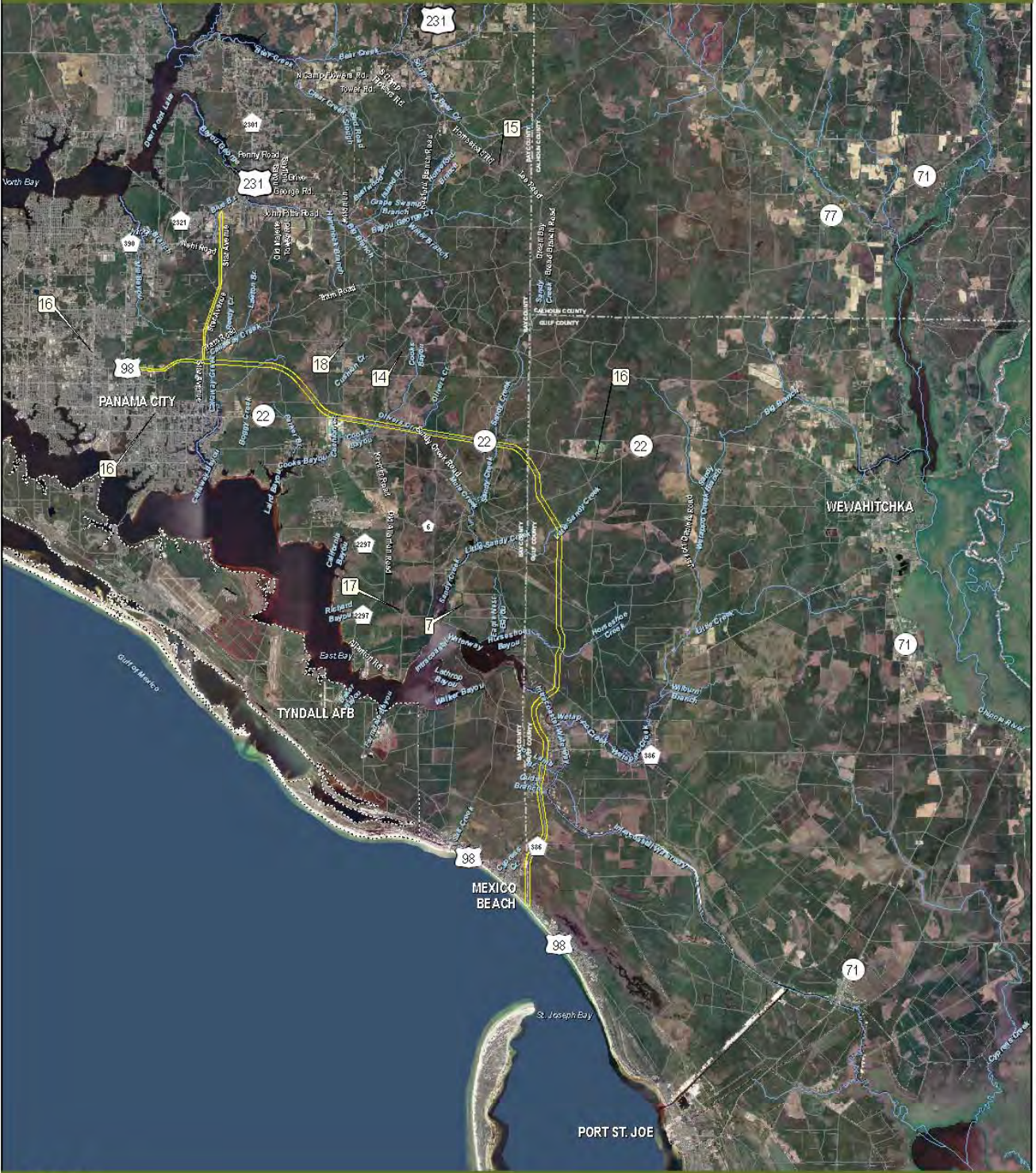


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Alternative 10

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Alternative 11

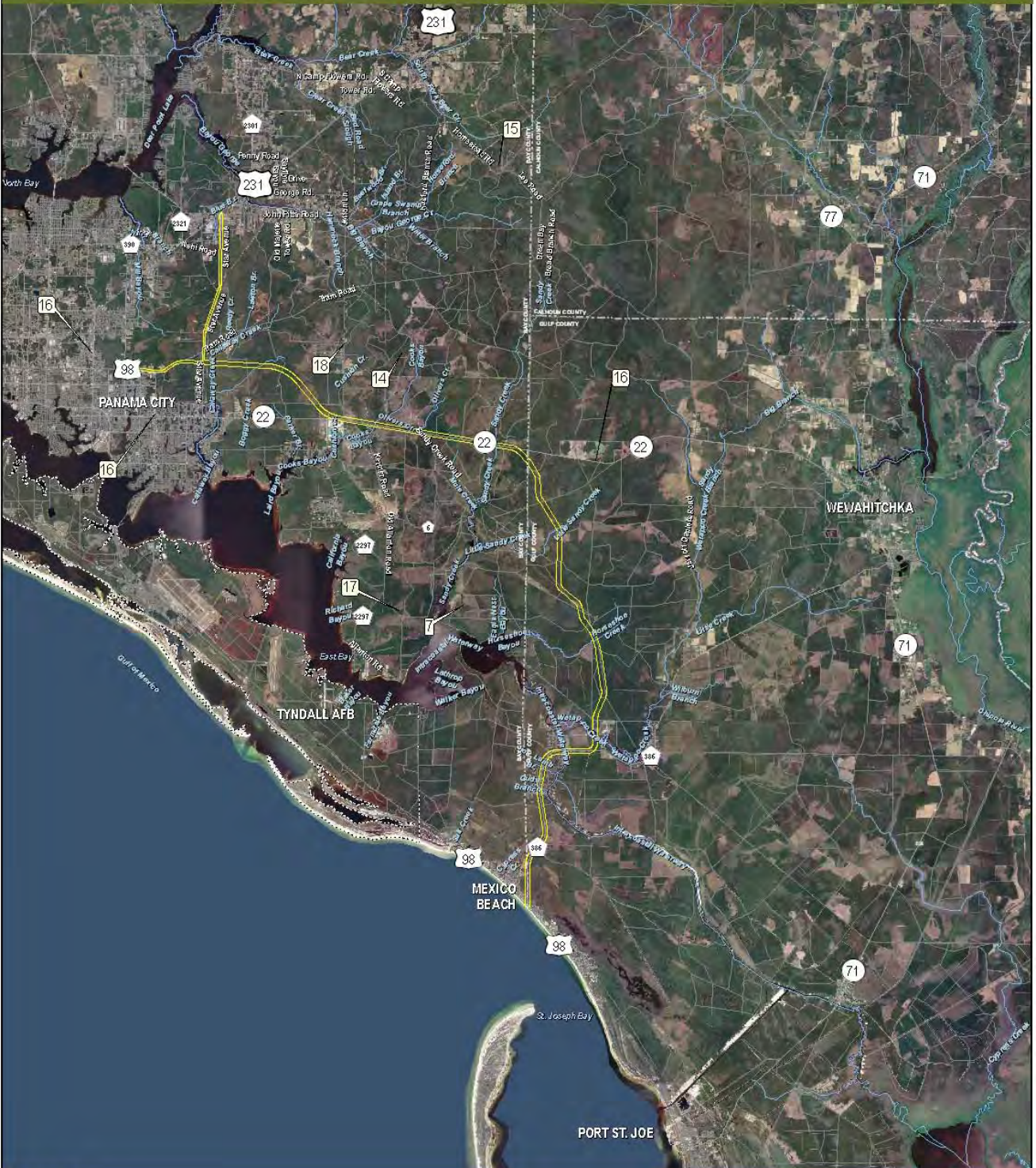


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Alternative 11



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Alternative 12

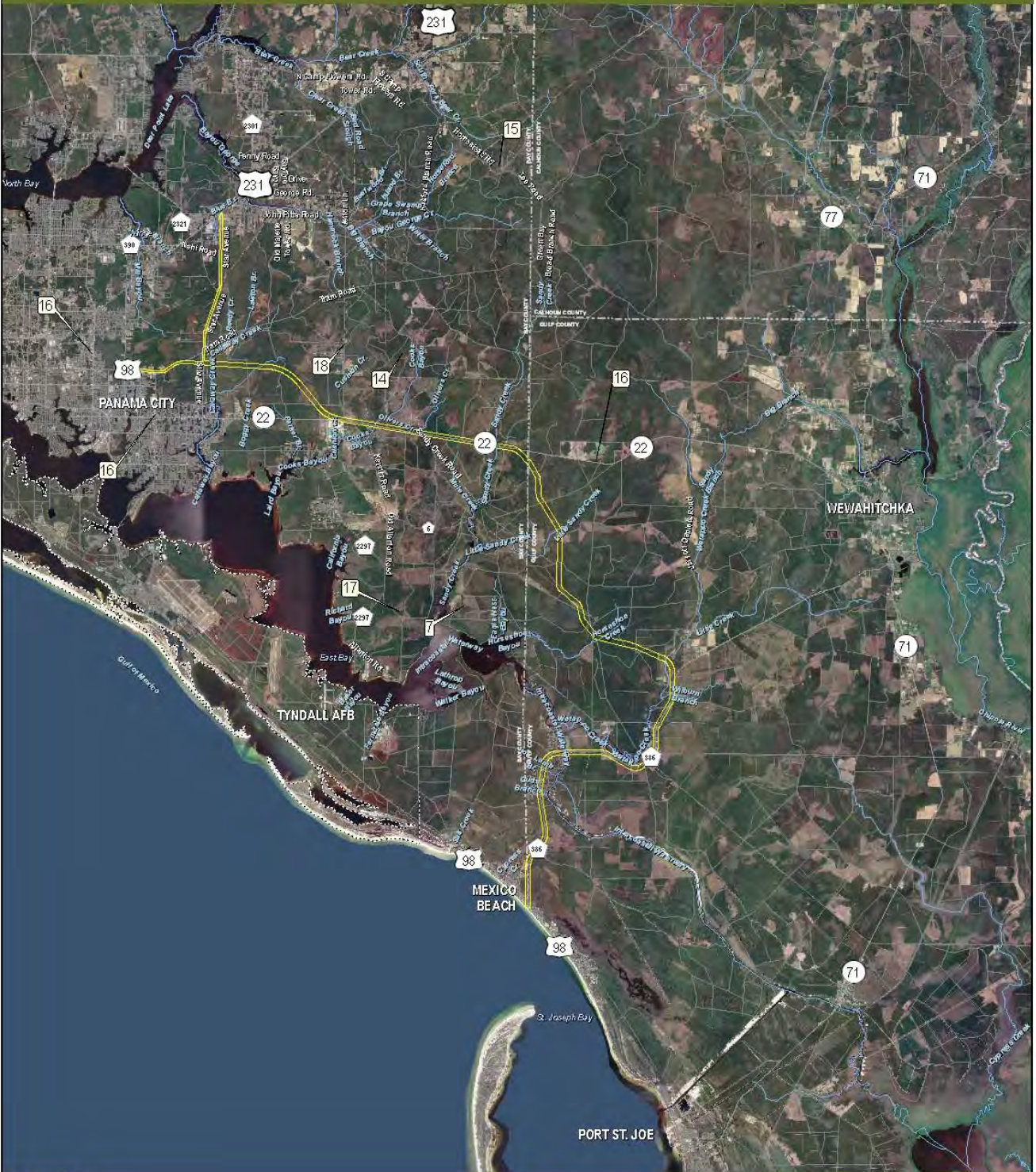


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 Alternative 12



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Alternative 13

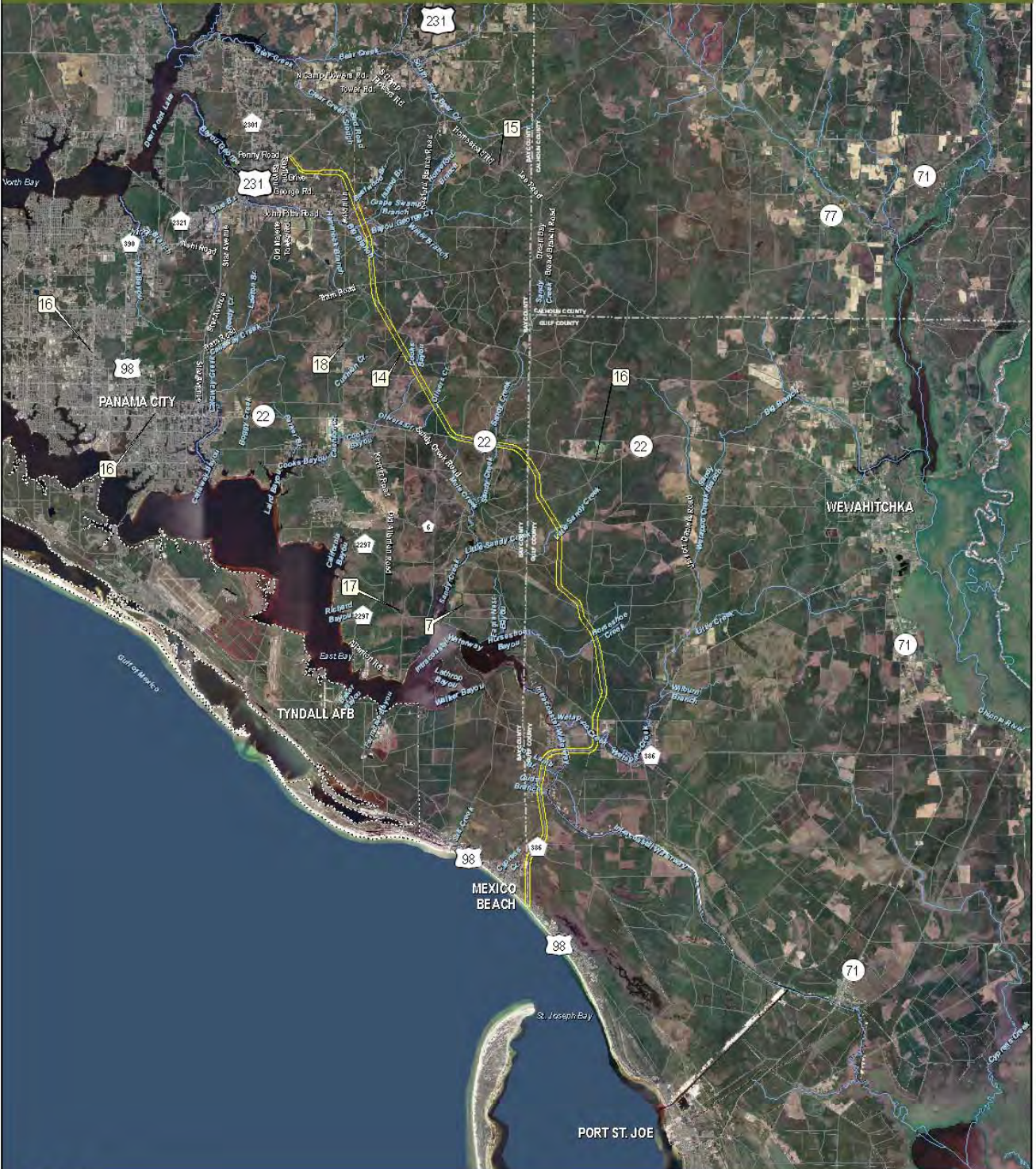


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 Alternative 13



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Alternative 14

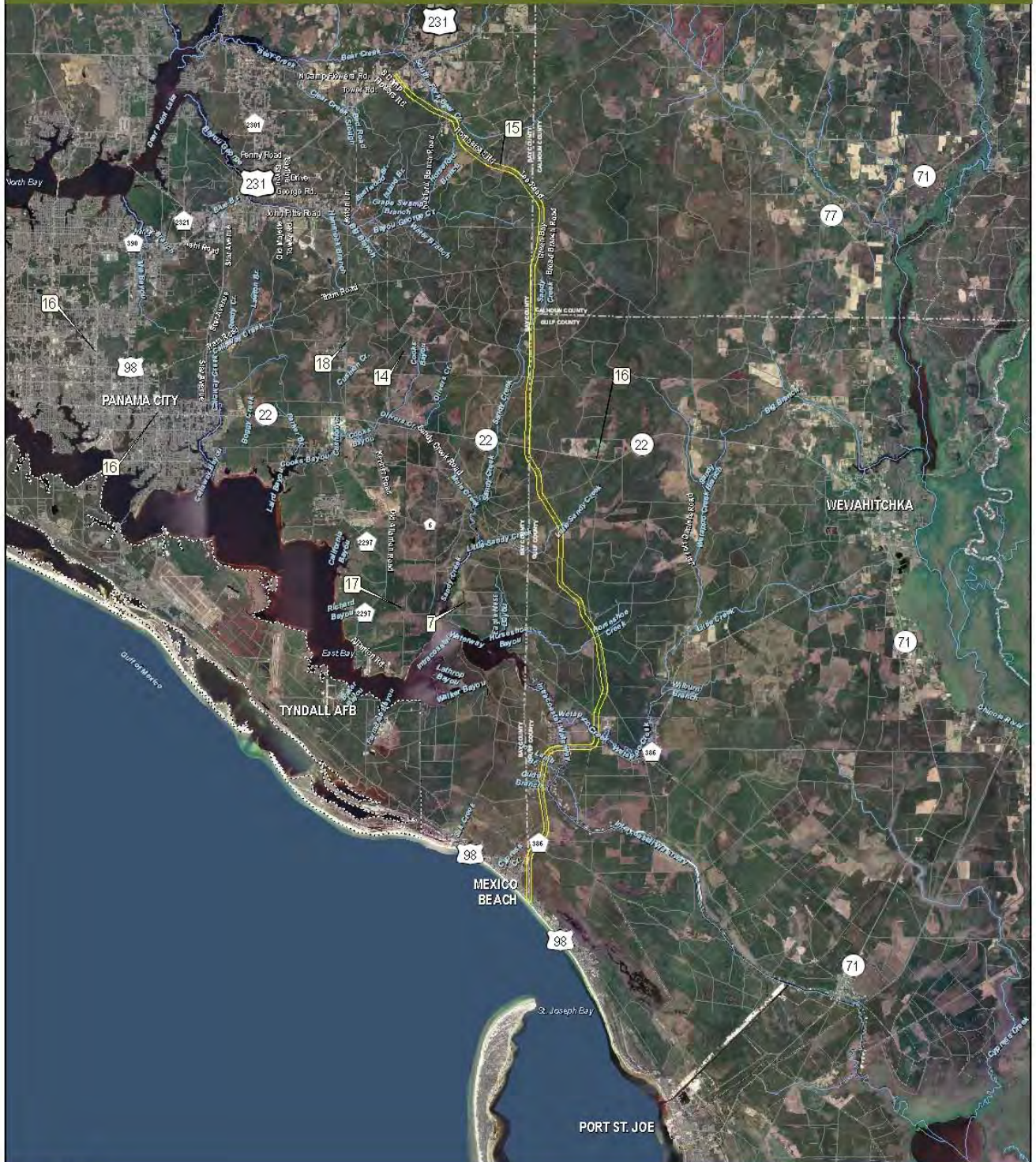


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 Alternative 14



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Alternative 15



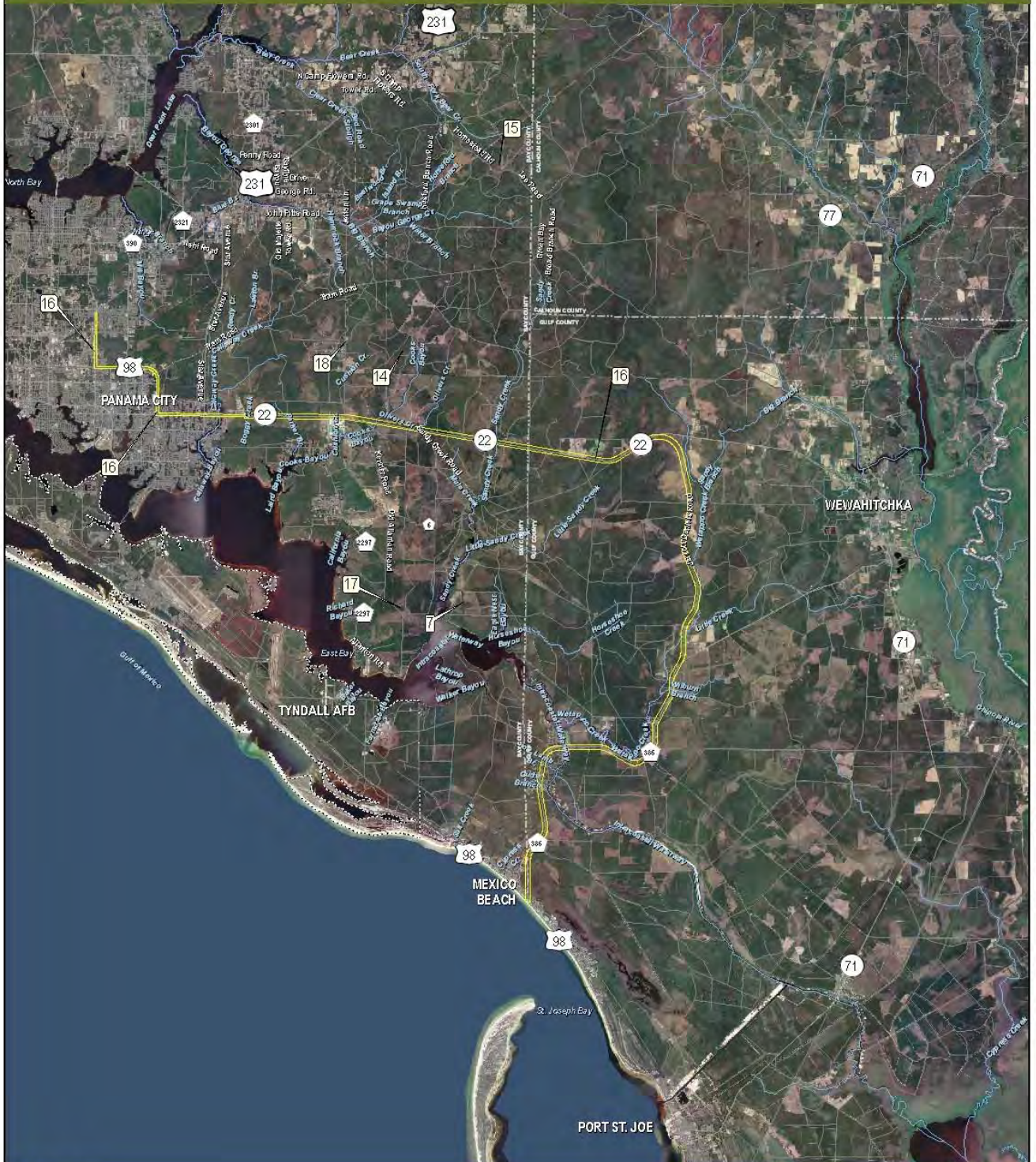
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Alternative 15



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Alternative 16



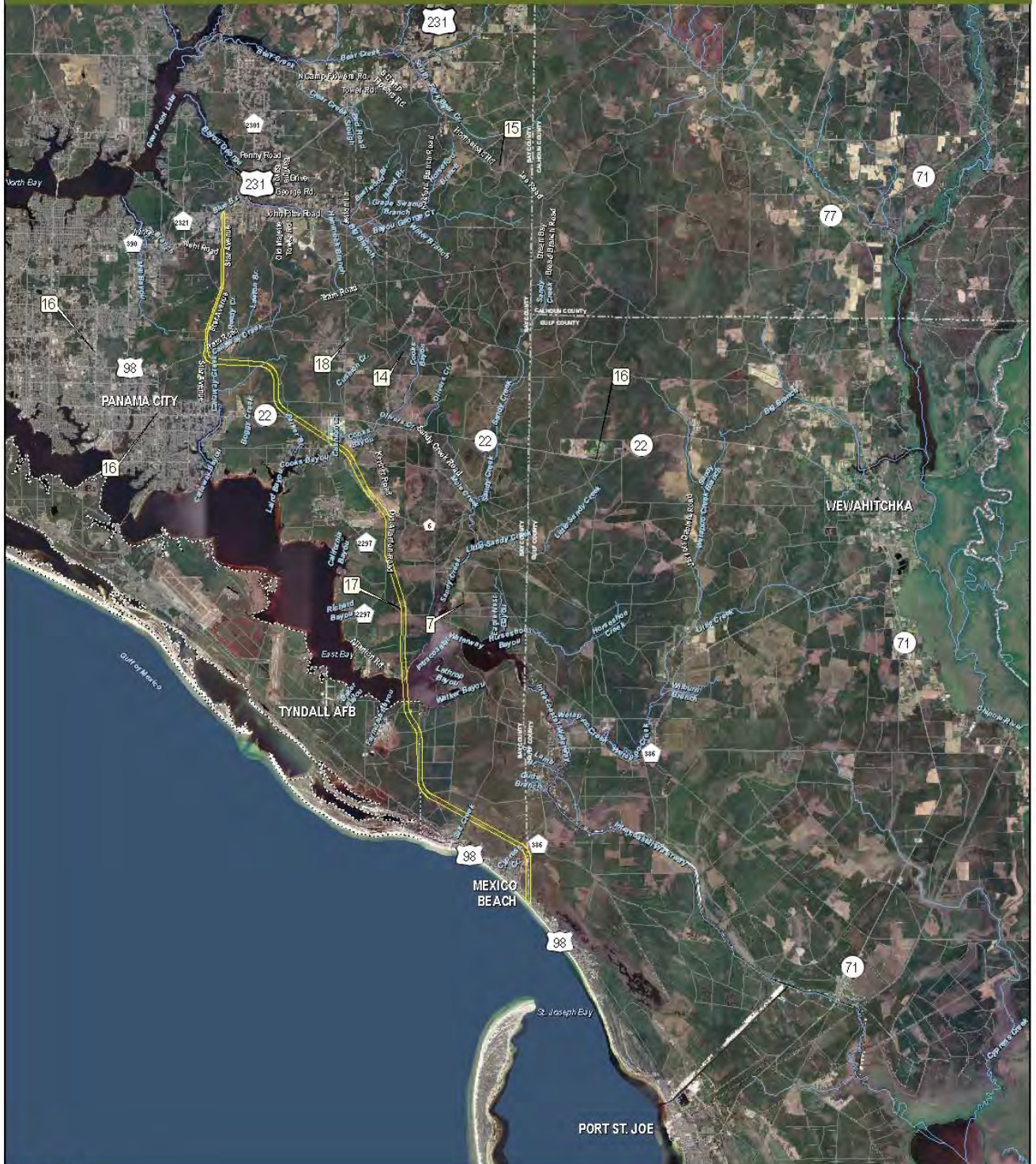
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Alternative 16



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Alternative 17



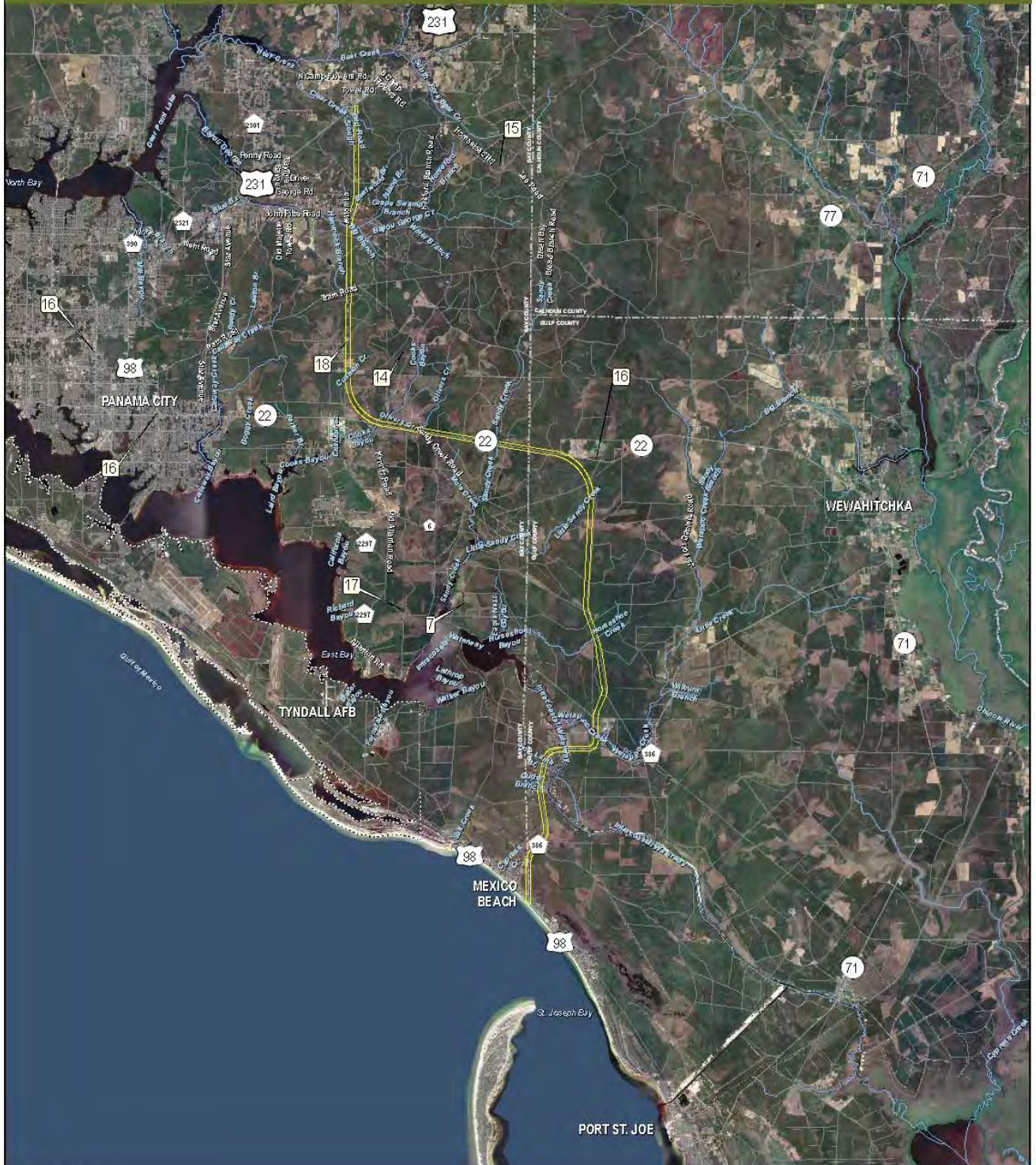
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Alternative 17



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Alternative 18



LEGEND

Alternative 18



10000'

Appendix E

Table of ETAT Comments from ETDM

**Gulf Coast Parkway
Purpose and Need Statement and Project Effects
ETDM Comments and Responses**

Agency	Comment	Response
USEPA	EPA is still unclear about this roadway being a reasonable component to a hurricane evacuation system because there are other roadways that, with capacity additions, would move evacuees more directly away from the coast.	Widening of existing roadways would improve hurricane evacuation from Gulf County but the widening of these facilities would not meet the other criteria in the purpose and need. The proposed Gulf Coast Parkway would meet the other criteria and provide addition hurricane evacuation benefits (see below).
	We note (and agree) with the deletion from the needs statement “improving safety” because the data indicate that the area roadways incur far less accidents than the statewide averages.	No response required.
	Capacity additions to existing US 98 through Tyndall AFB property has been eliminated by FDOT/FHWA as a viable alternative. However, this revised PN still does not include the documented frequencies of past roadway closures for security reasons or any projections of future closure of US 98 through Tyndall.	The widening of existing US 98 was determined to not be a viable alternative due to the impacts through Mexico Beach. The nature and duration of closure of US 98 through Tyndall AFB are sporadic and vary according to the need. The dates and durations of future closures are not available.
	The new intermodal distribution center eight miles north of Panama City will be an important factor for commerce. It is therefore unclear why some of the seven alternatives that have been determined to meet the PN do not terminate at the proposed distribution center.	The alternative corridors under consideration were those that best met the project’s purpose and need after the initial evaluation of all the suggested corridors. However, not all of the alternative corridors meet all the project’s identified needs equally. Some corridors may not terminate at the distribution center but are still able to serve it by terminating in its vicinity. Further, meeting this need has to be weighed in consideration with other needs and the alternative corridors’ impacts.
	The population growth at about 16-17 percent per annum for Gulf and Bay counties does not reflect a need for economic stimuli. People are coming into these counties either because of job opportunities or they are retirees with ample incomes.	The projected population growth is not reported as justification for economic stimuli, but as need for additional road capacity and mobility. The need for economic stimuli in Gulf county was based on the loss in population and jobs following the constitutional net ban amendment and the closure of the paper mill.
USCOE	The Corps does not fully agree with the inclusion of Emergency Evacuation as justification for purpose and need. Directing	A hurricane evacuation analysis was prepared the Gulf Coast Parkway study using the Transportation Analysis Update of the

	<p>evacuees into Panama City and SR 231 will not aid in the evacuation of residents of Panama City. No supporting documentation has been provided which would suggest evacuation times would be significantly reduced or the residents of Bay County would benefit from this roadway; therefore, the corps recommends deletion of this justification from the purpose and need determination</p>	<p>Apalachec and Northwest Florida Hurricane Evacuation Restudies and the subsequent updated model work performed for Bay County. The conclusion of this study was that without the Gulf Coast Parkway clearance times for US231 in Bay County and SR 71 in Gulf County will increase. With the Gulf Coast Parkway clearance times will increase by 3 to 4 hours over the clearance times without the Parkway, but clearance times on SR 71 would decrease. Further, the report suggests that clearance times on US 231 could be decreased below those without the Parkway by instituting contraflow traffic (increasing the number of northbound lanes by converting southbound lanes to northbound lanes) on US 231 at SR 20. Given that SR 71 is the only northbound route out of Gulf County and a considerable amount of the population in Gulf County and southeast Bay County is located along the coast, it was concluded that the Gulf Coast Parkway would benefit evacuation for coastal residents.</p>
USFWS	<p>Recent high population growth rates were given as support for the need for the new roadway. However, US Census Bureau figures released recently showed only a modest population gain of 1.4% for Bay County between July 2005 and July 2006. This below the state average of 1.8%. Gulf County showed less than 1% growth.</p>	<p>The growth rate given was derived from US Census data for 1990 and 2000 and was provided to show the recent trend in population growth for this area over a period of time. This number, however, was not the basis utilized to develop traffic projections that were used to determine traffic capacity needs.</p>
FIHWA	<p>The cost and funding source for the project is not identified..... This information is important, particularly for the public, in the consideration of whether the possible negative impacts of the project are worth pursuing given the project cost, and whether the opportunity cost of funding this project over others is justifiable..... A generalized cost estimate for each alternative should be provided as a response in the Programming Screen summary Report.</p>	<p>The PD&E study is funded with \$4.35 million in FDOT funds for the completion of the study with an Environmental Impact Statement. \$25 million in federal funds has been programmed for partial design and R/W acquisition upon completion of the PD&E study.</p> <p>As requested, a generalized cost estimate for each alternative will be included in the Programming Screen Summary Report.</p>

General EST Comments and Responses

Agency	Comment	Response
Coastal and Marine		
NMFS	<p>Federal agencies which permit, fund, or undertake activities which may adversely impact EFH are required to consult with NMFS and, as a part of the consultation process, an EFH assessment must be prepared to accompany the consultation request. Regulations require that EFH assessments include:</p> <ol style="list-style-type: none"> 1. A description of the proposed action; 2. an analysis of the effects (including cumulative effects) of the proposed action on EFH, the managed fish species, and major prey species; 3. the Federal agencies views regarding the effects of the action on EFH; and, 4. proposed mitigation, if applicable. <p>Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, including FDOT. Whether EFH consultation is undertaken by the Federal Highway Administration or FDOT, it should be initiated as soon as specific project design and construction impact information are available.</p>	<p>An EFH assessment has been completed as a part of this study and is available as a standalone document for review. Additionally the findings of the EFH assessment and the project's affect on EFH habitats is summarized in Section 4.3.5 of the DEIS.</p>
Contaminated Sites		
USEPA	<p>The detailed PD&E review still should verify all underground tanks and investigate possible undocumented sites.</p>	<p>A Contamination Report has been completed as a part of this study and is available for review. Additionally the summary discussion for contamination is available in Sections 3.6.11 and 4.3.9 of the DEIS.</p>

Farmlands		
NRCS	However, looking towards the future and food quantity concerns, impacts on farmland (either nonprime or prime) should be evaluated and given consideration before determining any particular route.	<p>A Farmland Application was submitted to NRCS to assess the project alignments' affects on farmlands (either prime or nonprime). The results of this process indicate that the only involvement with prime farmlands occur with Alternative Alignment 15.</p> <p>The discussion of Farmlands can be found in Sections 3.5.6 and 4.3.15 of the DEIS. The Farmlands letter from the NRCS has been included in the DEIS appendix.</p>
Floodplains		
USEPA	While at this screening stage, this is an alternative corridor analysis, it would be appropriate for additional technical data to be provided. Bridging is considered mitigation but it is more appropriately a method of minimization of impacts as compared to placement of fill and culvert. A valid next step in the alternatives analysis would be for bridging assumptions to be defined for each hydraulic crossing. Also, the sponsors' preliminary assumptions for culvert should be presented wherever assumed.	<p>A separate Location Hydraulics Report and Preliminary Engineering Report have been prepared for this study and can be reviewed.</p> <p>The discussion of bridging and culverts in floodplains is summarized in Section 4.3.11 of the DEIS.</p>
NWFWMD	Efforts should be made to protect floodplain resources and functions, including by remaining within existing alignments to the degree possible and maintaining hydrologic connectivity and integrity across the spectrum of likely flows.	<p>A separate Location Hydraulics Report and Preliminary Engineering Report have been prepared for this study and can be reviewed.</p> <p>The discussion of floodplains is summarized in Sections 3.6.5 and 4.3.11 of the DEIS.</p>
Navigation		
USCOE	<p>Measures should be taken to avoid hazards to navigation and water flow.</p> <p>Alternatives 8, 9, 10, 11, 12, 13, 14, 15, 16, and 18 propose crossing of the GCICWW at a narrow location within Gulf County and some show crossing at the existing Overstreet Bridge location. Each of these crossings should have minimal impacts to navigable</p>	<p>For all bridge crossings over the ICWW or over Wetappo Creek a high level bridge has been planned to avoid hazards to navigation and water flow.</p> <p>A separate Location Hydraulics Reports has been prepared and provides further detail on all of the waterway crossings for the project.</p>

	<p>waters of the United States or the GCICWW.</p> <p>All other crossings of waters of the U.S should be maximized to incorporate navigation, water flow, and wildlife movement. Secondary impacts associated with boat launching, fishing, and camping should be evaluated during the design process.</p>	<p>The summary discussion for navigation and waterway crossings can be found in Section 4.3.17 of the DEIS.</p>
Water Quality and Quantity		
USEPA	<p>Alternatives 7 and 17 are substantially less length which would normally mean less direct impacts to water resources. Those alternatives, however, traverse more open surface waters than the other alternatives, and therefore could present potentially greater issues for handling surface runoff from the road project. The management of stormwater will be addressed much later in the review of the project. Without much more technical data on the physical/chemical quality of the brackish and fresh water resources within the direct path of the alternatives, EPA is unable to make reasoned conclusions about the degree of adverse impacts.</p>	<p>The discussion of water quality and quantity impacts is summarized in Sections 3.6.1 and 4.3.7 of the DEIS. Further a Pond Siting Report and Location Hydraulics Report have been prepared which discuss the treatment and handling of stormwater from the proposed alternatives.</p>
NWFWMD	<p>Nonpoint discharges are of particular concern at the indicated stream crossings. Additionally, as presented, development of the roadway would appear to facilitate considerable new land use intensification, which in turn has the potential to generate additional widespread nonpoint source pollution.</p> <p>For any alternative or variant that may be pursued, the following measures should be incorporated to limit direct and cumulative impacts:</p> <ul style="list-style-type: none"> - Follow existing roadway corridors to the maximum extent possible. - Maximize use of extended elevated bridges to protect the integrity of the stream and wetland corridors, hydrology, water quality, and associated habitats. 	<p>The discussion of the projects cumulative effects is summarized in Section 4.3.19 of the DEIS. Additionally a Cumulative Effects Analysis Report has been completed and is available for review.</p> <p>As a part of the process to avoid and minimize impacts as much as possible the alignments were developed along existing roadways, utilized bridges and culverts, and attempted to avoid wetland and other sensitive lands. The discussion of this process is provided in Section 2 of the DEIS.</p> <p>The Cumulative Effects Analysis was completed in coordination with the ETAT agencies as well as the local and regional planning agencies. This effort should provide information for those agencies to work together on strategic conservation efforts to help minimize spin-off suburban sprawl and habitat fragmentation.</p>

	<ul style="list-style-type: none"> - Maximize use of wetland and waterfront buffer areas. - Provide for limited access and coordinate with local government comprehensive planning to limit potential for spin-off suburban sprawl and subsequent NPS pollution and habitat fragmentation. <p>The project would require state stormwater permitting, recognizing that a transition to Environmental Resource Permitting is currently in progress. Additional local permit requirements may apply as well. Well abandonment, if required, would be subject to permitting by the NWFWMDC in accordance with Chapter 40A-3, F.A.C.</p>	<p>The appropriate permitting process will be followed as this project progresses into the Design Phase. Coordination with the appropriate permitting agencies has been carried out throughout the PD&E study process.</p>
Wetlands		
FDEP	<p>The wetland resource permit/stormwater permit applicant will be required to eliminate or reduce the proposed wetland resource impacts of parkway construction to the greatest extent practicable:</p> <ul style="list-style-type: none"> - Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits. - Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative. - After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems and seagrass beds, which are difficult to mitigate. 	<p>The appropriate permitting process will be followed as this project progresses into the Design Phase. Coordination with the appropriate permitting agencies has been carried out throughout the PD&E study process.</p> <p>Section 2 discusses the development of the alternative alignments and the process for avoidance and minimization of impacts.</p> <p>A Cumulative Effects Analysis Report has been completed and is available for review. The summary of the cumulative effects analysis is available in Section 4.3.19 of the DEIS.</p> <p>A high level bridge crossing has been planned for any crossing that may be designed over the ICWW or Wetappo Creek. Information about additional waterway crossings can be found in the Location Hydraulics Report as well as in Section 4.3.11 of the DEIS.</p>

	<p>- The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed.</p> <p>DEP Northwest District staff has visited many of the corridor sites and indicates that the proposed bridges over East Bay, the Intracoastal Waterway, and Wetappo Creek should be designed to maintain access for sailboats with tall masts (at least 65 feet high). The corridors crossing Calloway Creek, Boggy Creek, Cooks Bayou, Smith Bayou, Sandy Creek, Little Sandy Creek, Horseshoe Creek, and (upstream) Wetappo Creek would require substantial bridging over floodplain areas with extensive wetlands. District staff have also expressed concerns regarding the project routes following Star Avenue, which has ditching along the sides of the road that are habitat for the Panama City Crawfish.</p>	<p>The presence of the Panama City Crayfish has been noted throughout this study process. Avoidance of their habitat along Star Avenue has been incorporated into the attempt to minimize project impacts.</p>
NMFS	<p>In addition to direct impacts to EFH, NMFS has concerns regarding the road's impact on the maintenance of the area's natural hydrology and freshwater inflow to the estuarine environment. Also of concern are the effects of increased traffic in the area and automobile-associated pollutants carried by stormwater runoff off the roads impervious surface.</p> <p>Salt marsh, tidal flats, marine and estuarine water column, and non-vegetated bottom are specific categories of EFH that may be impacted by the project. Federal agencies which permit, fund, or undertake activities which may adversely impact EFH are required to consult with NMFS and, as a part of the consultation process, an EFH assessment must be prepared to accompany the consultation request. Regulations require that EFH assessments include:</p> <ol style="list-style-type: none"> 1. A description of the proposed action; 2. an analysis of the effects (including cumulative effects) of the 	<p>Section 4.3.11 of the report summarizes the Location Hydraulic Report which indicates the project will maintain hydrologic conditions.</p> <p>An EFH assessment has been completed as a part of this study and is available as a standalone document for review. Additionally the findings of the EFH assessment and the project's affect on EFH habitats is summarized in Section 4.3.5 of the DEIS.</p>

	<p>proposed action on EFH, the managed fish species, and major prey species;</p> <p>3. the Federal agency's views regarding the effects of the action on EFH; and,</p> <p>4. proposed mitigation, if applicable.</p> <p>Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, including FDOT. Whether EFH consultation is undertaken by the Federal Highway Administration or FDOT, it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH assessment, NMFS will determine if it is necessary to provide EFH conservation recommendations on the project.</p>	
NWFWMD	<p>For any alternative or variant that may be pursued, the following measures should be incorporated to limit direct and cumulative impacts:</p> <ul style="list-style-type: none"> - Follow existing roadway corridors to the maximum extent possible. - Avoid any impacts to tidal marshes. - Maximize use of extended elevated bridges to protect the integrity of the stream and wetland corridors, hydrology, water quality, and associated habitats. - Maximize use of wetland and waterfront buffer areas. - Provide for limited access and coordinate with local government comprehensive planning to limit potential for spin-off suburban 	<p>The discussion of the projects cumulative effects is summarized in Section 4.3.19 of the DEIS. Additionally a Cumulative Effects Analysis Report has been completed and is available for review.</p> <p>As a part of the process to avoid and minimize impacts as much as possible the alignments were developed along existing roadways, utilized bridges and culverts, and attempted to avoid wetland and other sensitive lands. The discussion of this process is provided in Section 2 of the DEIS.</p> <p>The Cumulative Effects Analysis was completed in coordination with the ETAT agencies as well as the local and regional planning agencies. This effort should provide information for those agencies to work together on strategic conservation efforts to help minimize spin-off suburban sprawl and habitat fragmentation.</p>

	sprawl and subsequent NPS pollution and habitat fragmentation.	The appropriate permitting process will be followed as this project progresses into the Design Phase. Coordination with the appropriate permitting agencies has been carried out throughout the PD&E study process.
USCOE	<p>Direct impacts would include the elimination of functions and values of the wetlands within the roadway footprint, any disturbed buffer, and create secondary effects along adjacent waters/buffer. Permanent and temporary impacts will be generated by the construction of a new roadway. Due to the overall acreage of wetland impact associated with this roadway and taking into account the overall potential cumulative and secondary impacts a degree of effect of Substantial was selected. The Corps suggests Federal Highway Administration prepare an Environmental Impact Statement to fully evaluate effects of the identified alternatives for the new roadway.</p> <p>The Corps has determined that alternative #7 would cause significant impacts to regulated wetlands and named tributaries which could lead to habitat fragmentation and disruption of multiple ecosystems. Although this route is similar to that of alternative # 17 it increases habitat fragmentation and increases urbanization to the west of Panama City.</p> <p>The US Army Corps of Engineers recommends the following:</p> <ol style="list-style-type: none"> 1. Once a final corridor is selected a jurisdictional determination for the entire corridor including the proposed stormwater pond locations. This determination should include drawings on 8.5 by 11 inch paper, arials, USGS quad maps, wetland delineation maps depicting the wetland line preferably on an arials, soils mapping, and wetlands designated by FLUCCS codes. 2. A functional analysis consistent with the proposed mitigation plan for the entire project. 	<p>An EIS has been prepared for this project. A detailed discussion of wetland impacts is included in the Wetland Evaluation Report. Summary discussions of wetland impacts can be found in Sections 3.6.6 and 4.3.4 of the DEIS.</p> <p>The PD&E process as followed for the completion of an EIS concurs with the recommendations of the USCOE.</p>

	<p>3. Pond siting analysis which should include a demonstration of how environmental effects, including wetlands, were evaluated in determining location.</p> <p>4. Analysis of wetland avoidance and minimization which should clearly depict all methods and measures to avoid waters/wetlands and/or minimize the roadway effect upon jurisdictional waters.</p> <p>5. A compensatory mitigation plan which fully offsets all impacts which are unavoidable and have been minimized following the alternative analysis, pond siting analysis, analysis of wetland avoidance and minimization, and consistent with the functional analysis. The mitigation plan must also provide the appropriate mitigation to compensate for wetland impacts. This specifically relates to the potential estuarine and floodplain impacts. Federally approved mitigation banks within this area of Florida currently do not provide compensation for tidal or estuarine impacts.</p> <p>6. As the proposed parkway continues to move forward, the Corps suggests a limited/restricted access design alternative. Limiting/restricting access to new developments would greatly reduce cumulative and secondary impacts related to new roadways.</p> <p>7. Federal Highway Administration should work with Federal and State resource agencies to design standard wetland crossing roadway designs which decrease median, side-slope, and design speeds through wetland areas.</p> <p>8. The Quality Enhancement Strategies for Wetland Impact Minimization developed by Florida Department of Transportation-District 5 should be incorporated into this project.</p>	
Wildlife and Habitat		
FFWCC	We continue to recommend that an Environmental Impact	The discussion of species impacts is included in the Endangered

<p>Statement (EIS) be accomplished for this project due to the following issues: (1) the presence of significant natural resources that would potentially be adversely affected or altered; (2) the need to evaluate and determine whether construction of the road is in the public interest; (3) the controversial aspects of the proposed project, which will require the highest level of public and agency input, review, and interaction; and (4) the potential for the project to have unavoidable and irreversible adverse impacts on the natural and human environment, including substantial direct, indirect, and cumulative impacts, since this project would result in the construction of a new high-speed highway in a rural, natural area.</p> <p>We also continue to recommend the establishment of an interagency Environmental Advisory team comprised of both federal and state agencies to discuss and clarify overall environmental issues before further road planning and design occur. FWC would like to participate in the formal Scoping Process for the EIS. The major issues we want the future study to address, in addition to fish and wildlife and habitat surveys and impact analysis, include: (1) the planning and design of longer bridges over streams and floodplains to protect the functionality and integrity of these riparian systems, including hydrology, stream habitat quality, and habitat connectivity; (2) a study to evaluate the need and location for wildlife underpass structures on SR 22 and surrounding roads, where our agency has previously documented black bear roadkill and principal roadkill areas; (3) the design and use of roadside swales to treat highway runoff to reduce the need for offsite Drainage Retention Areas (DRAs) to conserve habitat resources; (4) funding for a population and movement survey (e.g. bear hair snare study) to estimate and define population levels within defined portions of the study area; and (5) the establishment of a biologically viable mitigation area for the Panama City crayfish which would be protected in</p>	<p>Species Biological Assessment. This discussion is summarized in Sections 3.6.7 and 4.3.14 of the DEIS.</p> <p>The FFWCC have participated in the EIS Scoping Meeting and all ETAT meetings for this project. These meetings have been documented in Section 8.2 of the DEIS.</p>
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	perpetuity.	
USFWS	<p>This route has a high potential to impact known habitat for federally protected and other rare species. Should this route be selected, extensive measures would be needed to avoid and minimize impacts to federally protected and other rare species. Potential measures include: environmentally-sensitive bridging of streams and riparian habitat; acquisition and restoration of habitat with known federally protected and rare species occurrences such as the riparian corridors along Wetappo Creek, Little Sandy Creek, and Sandy Creek; acquisition of other appropriate conservation lands; acquisition and restoration of habitat for the PCC; designing the Gulf Coast Parkway using the Wekiva Parkway as a model to balance growth, environmental protection, and sustainability; limiting access points; and using regulatory measures such as a Regional General Permit or Ecosystem Management Agreement to manage growth into adjacent wetland habitat areas which support protected species. Commitments to address these concerns would be needed to reduce the degree of effect for this alternative. The Service is available to work closely with FDOT and other agencies to address these concerns. Additional comments are given below.</p> <p>Endangered Species Act The Endangered Species Act requires you to consider all effects when determining if an action funded, permitted, or carried out by a Federal agency may affect listed species. Effects you must consider include direct, indirect, and cumulative effects. Effects include those caused by interrelated and interdependent actions, not just the proposed action. Direct effects are those caused by the action and occur at the same time and place as the action. Indirect effects are caused by the action and are later in time but are reasonably certain to occur, such as secondary growth into a previously undeveloped area. Interrelated actions are part of a larger action and depend on the larger action for their justification. Interdependent actions have no significant independent utility</p>	<p>Coordination with the ETAT on the issues identified has occurred throughout the DEIS process. This coordination has been summarized in Section 8.2 of the DEIS. The development of a mitigation plan to the detail described will be possible at the time when a preferred alternative has been identified. The development of the mitigation plan will be completed in coordination with the ETAT agencies and will attempt to work with local government, planning agencies, and land owners to provide a mitigation plan that is suitable for this project.</p> <p>The discussion of species impacts and the methodology for cataloging and identifying all of the species commented on by the USFWS is included in the Endangered Species Biological Assessment. This discussion is summarized in Sections 3.6.7 and 4.3.14 of the DEIS.</p>

	<p>apart from the action under consideration. Cumulative effects are those effects of future State or private activities, not involving Federal activities, which are reasonably certain to occur within the action area of the Federal action subject to consultation. Secondary and cumulative effects may extend beyond the corridor study area, and the scope of impact may vary depending on the resource being assessed. The following federally protected species and species of management concern are known to occur proximate to your proposed project. In addition to known occurrences, protected species may be found wherever suitable habitat is present.</p> <p>Red-cockaded Woodpecker</p> <p>This corridor passes within 0.27 mile of the Lathrop Bayou Tract. The Wetappo Creek Conservation Area and Lathrop Bayou Tract are managed collectively by the St. Joe Company, Bureau of Land Management (BLM), Service, FWC, and Genecov Group as part of a Land Stewardship Memorandum of Understanding (MOU). Current initiatives underway include the translocation of juvenile RCWs onto the tracts to enhance the populations, financial grants, and improved habitat management for overall increased biodiversity of native species. We have as a long-term goal to provide some habitat connectivity between the two populations to increase their long-term viability, although this task is not a priority in the RCW recovery plan. Management of RCW habitat requires management of the understory primarily by prescribed fire. The parkway could potentially impact land managers efforts to prescribe burn due to smoke management concerns. Removal of fire will be detrimental to the system as a whole, especially for rare plants and RCWs.</p> <p>Since suitable habitat for RCW may occur along the road alignment, surveys should be conducted within the area to determine if suitable nesting or foraging habitat may be affected. Suitable nesting habitat is defined as pine, pine/hardwood, and</p>	
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	<p>hardwood/pine stands that contain pines 60 years in age or older. Suitable foraging habitat is defined as a pine or pine/hardwood stand of forest, woodland, or savannah in which 50 percent or more of the dominant trees are pines and the dominant pine trees are generally 30 years in age or older. If no suitable nesting or foraging habitat is present within the project impact area, further assessment is unnecessary and a no effect determination is appropriate. If no suitable nesting habitat is present within the project impact area, but suitable foraging habitat is present and will be impacted, potential use of this foraging habitat by groups outside the project boundaries must be determined. This is done by identifying any potential nesting habitat within 0.5 mile of the suitable foraging habitat that would be impacted by the project. Any potential nesting habitat is then surveyed for cavity trees. If no active clusters are found, then a no effect determination is appropriate. If one or more active clusters are found, a foraging habitat analysis is conducted to determine whether sufficient amounts of foraging habitat will remain for each group post-project. More detail on the RCW survey protocol is available in Appendix 4 of the recovery plan for the red-cockaded woodpecker.</p> <p>Flatwoods Salamander Areas with a mosaic of seasonally ponded wetlands and upland habitat are well-suited for the flatwoods salamander which uses ponded wetlands for breeding and spends the rest of its adult life in adjacent uplands. The flatwoods salamander lives underground in burrows for most of the year, except during the breeding season. Therefore, the effects of the proposed alignment on flatwoods salamander habitat should be assessed rather than effects on the salamander itself. A Habitat Evaluation Model was developed by HDR Engineering in conjunction with the FDOT District 3 and the Service for use on transportation projects. We recommend using a habitat evaluation model to identify and evaluate suitable habitat</p>	
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	<p>for the flatwoods salamander.</p> <p>Bald Eagle There is potential for bald eagle nests to exist within the study area. The likelihood for a nest to be encountered is greater in proximity to water but may occur up to several miles inland. Bald eagles found in Florida belong to the Southeastern States Recovery Unit. This unit, along with the other four recovery units, has met recovery criteria (71 FR 8238). The Service proposed delisting the bald eagle on July 6, 1999. The comment period was re-opened on February 16, 2006, and the Service is currently considering comments received on the proposal to delist the bald eagle (71 FR 8238). No critical habitat has been designated for this species. The state of Florida currently lists the bald eagle as a state threatened species. The bald eagle is also protected under the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA). Protection under these laws will continue should the bald eagle be removed from the list of threatened and endangered species.</p> <p>We recommend surveying for eagle nests within 660 feet of any proposed alignment. Surveys should take place early in the planning period. Then, to avoid delays in project implementation, we recommend that surveys take place again within one year prior to construction activities. In order to verify the activity of any nests, we recommend that surveys take place during the bald eagle nesting season (October 1 May 15). The Florida Fish and Wildlife Conservation Commission (FWC) can be contacted for the latest known nest data (LaKausha Simpson, State bald eagle database coordinator, 352-955-2230). It should be determined whether your project is greater than 660 feet from a bald eagle nest tree. While projects greater than 660 feet from a nest tree no longer need Service review, we request an opportunity to concur with your determination. For projects nearer than 660 feet, new guidance for</p>	
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<p>construction activities adjacent to bald eagle nests is now available (http://www.fws.gov/northflorida/BaldEagles/2006-FWS-bald-eagle-clearance-ltr.htm). Your bald eagle survey information should be updated within one year of construction to reflect current nest activity.</p> <p>Panama City Crayfish Land management techniques necessary for the PCC such as prescribed burning could be restricted as a result of the parkway due to smoke management concerns. This alternative lacks the Tram Road and Cherokee Heights Road segments; thus, it is less likely to fragment conservation lands for the PCC than alternatives with those segments. To reduce the extent of threat posed by the parkway and help address the conservation needs of the PCC, we recommend that the FDOT and Opportunity Florida coordinate with FWC to minimize impacts.</p> <p>Federally Protected and Other Rare Plants We recommend that any selected road design avoid effects to both listed and rare plant species. Locating the proposed corridor on lands important to imperiled plant species such as Sandy Creek will be detrimental to these populations. There may be other locally significant areas for rare plants as well. Alternative corridors should be considered if impacts to federally protected and other rare plants will be avoided.</p> <p>Incorporating measures to protect rare plants may preclude the need to list them in the future. Addressing species needs before listing is required (with its associated regulatory restrictions) often allows greater management flexibility to stabilize or restore these species and their habitats. Ideally sufficient threats can be removed to eliminate the need for listing.</p> <p>To determine effects on listed and rare plants, a comprehensive</p>	
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	<p>floral survey is needed within the proposed alignments and should be based on recognized methods. A guideline for conducting and reporting botanical inventories for federally listed plants is available from our office. Surveys for Harpers beauty must take place in May when the plant is in flower.</p> <p>Habitat Fragmentation, Habitat Corridors, and Wildlife Crossings Coordination should take place with the FWC regarding potential impacts to the black bear. Incorporating multi-species wildlife crossings into the corridor design would help to maintain habitat connectivity and reduce the risk of roadkill. In 2000, a decision-support model to identify and prioritize sites for ecopassages on existing roadways was developed for the FDOT. This Highway Hotspots Priorities Model could be used for the proposed Gulf Coast Parkway alignment to identify potential wildlife crossing locations. These costs should also be incorporated in the feasibility studys cost-benefit analysis.</p> <p>Protecting a habitat corridor between the Wetappo and Lathrop RCW populations could provide multiple conservation benefits. The two tracts comprise some of the largest remaining stands of natural long leaf pine in Bay and Gulf counties. The upland pineland habitat as well as the larger pines found along the riparian corridor between the two populations provide an opportunity for RCW population expansion and eventual connection between the two disjunct populations. This corridor has a high occurrence of rare plants (pollinator species and their importance are unknown at this time, but habitat connectivity could play an important role for their continuation), quality wetland habitat, and is a potential movement corridor for large mammals such as the Florida black bear. Voluntary conservation measures should be incorporated into the project design to minimize impacts along the corridor such as conservation easements, upland buffers, maximum avoidance and minimization</p>	
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	<p>of wetland losses, protection of large pines, and environmentally sensitive bridging. This area may have high potential as a mitigation site for unavoidable wetland losses.</p> <p>Migratory Birds Loss and degradation of adjacent habitat are potential effects of the proposed corridor, especially for migratory birds. Many migratory bird species prefer "deep woods" and require land tracts with low edge:area ratios. Increasing fragmentation results in smaller islands of habitat, favoring species adaptable to woodland edges. Mitigation costs for secondary effects in these habitats should be considered. In addition, the Service is concerned that there is potential for "take" of migratory birds during construction activities. Timing land clearing to avoid the nesting periods of these species will greatly reduce the likelihood of take.</p> <p>Roadway Lighting Any roadway lighting along coastal areas should meet coastal dark sky lighting guidelines (sea turtle shielded low pressure sodium) to reduce the risk of lighting disorientation of nesting and hatchling sea turtles.</p>	
Historic and Archaeological Sites		
FDOS	This proposed corridor has not been subjected to a cultural resource assessment survey but one National Register listed resource is located within the 100 foot buffer. No other resources are located within the 500 foot buffer but several archaeological sites are located within the one mile buffer.	A Cultural Resource Assessment Survey has been completed for this study and is available for review. The summary of the assessments findings can be found in Sections 3.3.1, 3.3.2, and 4.2.1 of the DEIS.
FHWA	Eligibility determinations for identified resources are needed. If eligible, for the NRHP, a determination of effects is needed. NRHP resources should be avoided in accordance with section 106 and 4(f) requirements.	A CRAS has been completed identifying historical and archeological sites in the study area. The determination of effects has been submitted to the SHPO for concurrence. If the SHPO determines there is an adverse effect to a significant historic resource, a Section 4(f) determination of applicability will be submitted to FHWA and a Section 4(f) evaluation will be

Miccosukee Tribe of Indians of Florida	Effects are unknown until a Cultural Resources Survey is done for this alternative.	completed, if required. A CRAS has been completed and is available for review. Sections 3.3.1, 3.3.2 and 4.2.1 of the DEIS summarize the findings from the CRAS.
Recreational Areas		
FHWA	Recreation Alts 1-18 (Moderate) All alternatives cross the Intercoastal Waterway Canoe Trail. Use of these areas could result in a Section 4(f) use, therefore possible impacts to these areas should be coordinated with FHWA.	Where the alternatives cross the ICWW Canoe Trail a determination will have to be made in coordination with FHWA as to the effect, if any, this will have on this resource. A Section 4(f) assessment will be coordinated with FHWA if one is needed.
FDEP	These public lands contain significant natural communities and numerous element occurrences of listed species, as indicated by the Florida Natural Areas Inventory. The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential, contributions to regional spring complexes, and recreational trail opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary, and cumulative impacts of proposed parkway construction on the above public lands and any proposed acquisition sites.	The primary, secondary, and cumulative impacts of the proposed alternatives for this project are discussed throughout the DEIS. Section 4.3.19 of the DEIS addresses cumulative effects.
Economic		
FHWA	According to the ETAT tool, 25% of the population within 500 feet of this alternative are those with disabilities. What analysis on those impacts and possible mitigation strategies have been performed to address the needs of this population? Accordingly there are 236 housing units within 500 feet of this alternative that do not own vehicles. Has any analysis been conducted on the expansion of transit services along this corridor for those in needs? Please consider these issues during PD&E process.	A Socio Economic Analysis was completed for this project. This discussion is summarized in Section 4.1.1 . The development of this roadway should mobility access to these areas as well as increase the ability for emergency service responses. The Bay County TPO has included the Bay Town Trolley Transit Development Plans in the LRTP. These plans include a route to Mexico Beach from the Wal-Mart on US 98 (Tyndall Parkway) and a Mexico Beach circulation route. Another route from Southport to the Wal-Mart on US 98 (Tyndall Parkway) would connect with US 231 in the vicinity of the Nehi intersection.

		Outside of the Panama City area there is too little population density to support formal transit routes. Gulf County ARC and Transportation does provide transportation for the transportation disadvantaged in the Gulf County area. In Bay County, the Tri-County Community Council provides transportation services to the transportation disadvantaged.
Land Use		
FHWA	Secondary and Cumulative (Substantial) All reasonable and foreseeable secondary and cumulative impacts would need to be analyzed as part of an environmental document for all the alternatives. The analysis should focus on the resources that would likely be impacted for each of the alternatives. Given that the primary purpose of the project is for economic opportunities, the affects of these expanded economies on the resources of the area should be assessed in the PD&E.	The Cumulative Effects Analysis Report discusses in detail the cumulative effects of the proposed action. The report has been summarized in Section 4.3.19 . An economic analysis was completed and is included in Sections 3.2 and 4.1.2 of the DEIS.
DCA	In order to maintain comprehensive plan consistency, the roadway project should be included in the appropriate Traffic Circulation Map, in the Capital Improvement Plan or infrastructure plan as appropriate and coordinated with the future land use plan, including future service areas and coastal management plans for both counties.	The Gulf County Comprehensive Plan supports the development of the GCP in Policy 3.5.1. It is not shown on the Traffic Circulation Map as the County is waiting on the selection of an alignment (personal communication with County Planner). The Bay County TPO shows the GCP in the 2030 LRTP. The project is also identified in the Bay, Gulf, Holmes, and Washington Regional Transportation Partnership planning documents. See Section 3.5 of the DEIS.
Secondary and Cumulative Effects		
USEPA	Water quality within the project area is categorized as mostly good by the Clean Water Act 305(b) State reporting. The long term protection of this quality should be one of the most important considerations by planners and decision makers involved with this project. Without adequate water quality, aquatic habitat quality cannot be maintained. Many surface waters within the Southeast have been degraded by development or agricultural operations so it is particularly valuable for high-quality streams to be protected. Review of the EST quantitative data for secondary and cumulative	The Cumulative Effects Analysis Report was developed in concert with the ETAT representatives. This report is available for review. A full discussion and summary of the cumulative impacts of the project is in Section 4.3.19 of the DEIS. Access control is addressed in PER and Section 2.3.4 of the DEIS.

<p>impacts reveal nothing different than that provided for the direct effects reviews. This evaluation of secondary/cumulative impacts, therefore, is best professional judgment.</p> <p>Unfortunately, EPA could not find any land use planning data for either county of the project area. It is unclear whether there is any guidance for long term planning for development, conservation or otherwise at the local government level. There are several State or Federal designated high-value habitat areas, including the Bull Point/Lathrop Bay, the Bear Creek Florida Forever BOT which are relevant to this review. Additionally, Sandy Creek and Wetappo Creek are identified in the data as habitat for many endangered or threatened aquatic and wetland species. The relatively contiguous undeveloped acreage within the Sandy Creek and Wetappo Creek drainage systems northward within the project area are noteworthy. It appears that alternatives 7-16 and 18 would introduce greater potential for development in the least developed portions of the project area. Reduced aquatic habitat quality, and loss of terrestrial habitat would be greatest with these alternatives. Perhaps the least desirable from this perspective is Alternative 15. Conversely, there is no one alternative that is clearly superior environmentally, when all aspects are considered.</p> <p>One very important unknown at this point in the review is the degree of access control. This is a factor that must be fully considered in the subsequent review stages of this project. The project sponsor(s) must define the project better, and the future land uses of the project area must also be defined for the environmental document to be adequate.</p> <p>All corridor alternatives present stormwater management concerns whether the receiving waters are fresh or estuarine. The environmental document should evaluate the specific techniques and innovative practices that could/would be employed if the</p>	<p>Water quality is addressed in Sections 3.6.1 and 4.3.7.</p> <p>Invasive species is addressed in the ESBA and in Section 4.3.20.</p>
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	<p>project proceeds. Both construction and long term operation should be addressed for stormwater management.</p> <p>EPA also wishes to add that there is an increasing issue within the Southeast that rapid development and associated road building are facilitating the introduction and spread of exotic invasive plants. This is a concern is relevant to both water quality and habitat quality, and should be fully addressed in the future environmental document.</p>	
FDEP	<p>The parkway's potential to facilitate development in rural areas, further exacerbating non-point source stormwater runoff, is of particular concern to the Department and other state resource agencies. The proposed project should be designed and constructed to avoid adverse impacts to the quantity, quality, and flow of groundwater and surface waters in the St. Andrews Bay watershed. Stormwater treatment should be designed to maintain the natural pre-development hydroperiod and water quality, as well as to protect the natural functions of the adjacent wetlands, floodplains, and waterbodies.</p>	<p>The Cumulative Effects Analysis Report was developed in concert with the ETAT representatives. This report is available for review.</p> <p>A full discussion and summary of the cumulative impacts of the project can be found in Section 4.3.19 of the DEIS.</p> <p>Water quality is discussed in Sections 3.6.1 and 4.3.7 of the DEIS.</p>
NMFS	<p>Construction of the road may expedite residential and commercial development in the region by providing easier access to areas that presently have limited or no access. Land use changes from increased development would mean an increase in impervious surface area and increased pollutant loads from stormwater runoff which would have negative consequences for East Bay and its associated estuarine habitats. Increased development facilitated by the road may also have adverse impacts on the areas groundwater with cascading effects to streams, creeks, swamps, bayous, and the estuary. A comprehensive study of the roads construction and interrelated consequences should be conducted (i.e. an EIS). Access off the highway should be limited to help control urban/suburban sprawl and close coordination with the Northwest Florida Water Management District and other resource agencies</p>	<p>The Cumulative Effects Analysis Report was developed in concert with the ETAT representatives. This report is available for review.</p> <p>A full discussion and summary of the cumulative impacts of the project can be found at the end of Section 4.3.19 of the DEIS, including the determination of growth areas for each alternative.</p>

	<p>should be utilized to minimize and mitigate adverse impacts to the watershed and the ecosystem from the project should it proceed.</p>	
USFWS	<p>Due to the rapid coastal development underway in Florida and throughout the U.S., the secondary and cumulative effects of new growth associated with the corridor should be evaluated.</p> <p>The following measures are recommended to avoid and minimize secondary and cumulative impacts to wildlife and habitat:</p> <ul style="list-style-type: none"> * Corridor access should be limited and growth managed by a regulatory mechanism as discussed above. *The Wekiva Parkway could be used as a design model. *Appropriate mitigation areas should be identified. * Wildlife crossings should be incorporated into the project design. * Environmentally sensitive bridge construction should be used. * Post-project monitoring should occur regularly to identify and control invasive, non-native species. * In areas with protected and rare plants, right-of-way maintenance activities should be reviewed and protection measures incorporated as needed. * Water quality protection measures to Environmental Resource Permitting (ERP) standards or better should be in place within these high quality undeveloped watersheds. <p>We recommend limiting corridor access as one means to manage growth. As part of the commitments for the US 98 realignment at</p>	<p>The Cumulative Effects Analysis Report was developed in concert with the ETAT representatives. This report is available for review.</p> <p>A full discussion and summary of the cumulative impacts of the project can be found at the end of Section 4.3.19 of the DEIS, including the determination of growth areas for each alternative.</p>

	<p>WindMark Beach (Corps Permit # SAI-2002-6011), the St. Joe Company has made a commitment to seek, with State and Federal agency participation, a regulatory mechanism in the vicinity of the future Gulf-to-Bay Highway and Gulf Coast Parkway in order to manage growth, minimize impacts to high quality wetlands and other unique habitat, and identify appropriate mitigation areas. We recommend participation of the FDOT and Opportunity Florida in this ecosystem planning effort.</p> <p>Other measures to avoid and minimize impacts to wetlands include: use of the Wekiva Parkway as a model to reduce environmental impacts; post-project monitoring to identify and control invasive, non-native species; additional culverts to maintain hydrologic connections between wetlands; environmentally-sensitive bridge construction; and water quality protection measures. Mitigation should be located proximate to wetland losses to retain important functions within the watershed.</p>	
NWFWMD	<p>An environmental review should be developed to include an analysis of indirect and cumulative impacts. This should identify planned or potential changes to land use within the affected watersheds. To facilitate this, it would also be helpful to see plans for any local government comprehensive plan future land use map changes that may be under consideration.</p> <p>These apply to all alternatives under consideration and remain unchanged from those indicated in the initial Gulf Coast Parkway review. Commitments on the part of the appropriate public entity or entities exercising planning, implementation, and long-term ownership and maintenance authority to implement dedicated measures for water resource protection, including:</p> <ul style="list-style-type: none"> - Stormwater planning and treatment encompassing both roadway construction and associated watershed areas potentially affected 	<p>The Cumulative Effects Analysis Report was developed in concert with the ETAT representatives. This report is available for review.</p> <p>A full discussion and summary of the cumulative impacts of the project can be found at the end of Section 4.3.19 of the DEIS, including the determination of growth areas for each alternative.</p>

	<p>by land use change. This should provide for protection of both flows and water quality and, generally, ensure treatment of at least the first one-inch of runoff.</p> <ul style="list-style-type: none"> - Protection of substantial waterfront buffer zones along natural waterbodies, particularly including nearby estuarine waters and tidal wetlands. - Protection of wetland systems and functions, to include isolated wetlands. - Coordination with the Northwest Florida Water Management District in the wetland mitigation planning in accordance with Section 373.4137, F.S. - Development of a detailed plan of best management practices encompassing both construction and facility design. These should be designed to protect against nonpoint source pollution (both long-term and during construction), offsite wetland and water quality impacts, and maintain hydrologic connectivity, and minimize habitat fragmentation. - Provide for limited access provisions to minimize future secondary impacts and to maintain integrity of any hurricane evacuation function envisioned for the roadway. <p>This project was presented as a Programming Screen analysis. It is normally expected that at this level of review, potential wetland mitigation actions should be presented for consideration. Furthermore, early interagency planning and coordination of wetland mitigation alternatives are required in accordance with Section 373.4137, Florida Statutes.</p> <ul style="list-style-type: none"> - Stormwater planning and treatment encompassing both roadway 	
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	<p>construction and associated watershed areas potentially affected by land use change. This should provide for protection of both flows and water quality and, generally, ensure treatment of at least the first one-inch of runoff.</p> <ul style="list-style-type: none"> - Protection of substantial waterfront buffer zones along natural waterbodies, particularly including nearby estuarine waters and tidal wetlands. - Protection of wetland systems and functions, to include isolated wetlands. - If a decision is made to proceed with the project, coordination with the Northwest Florida Water Management District is required plan and develop an approach to wetland mitigation. - Develop a detailed plan of best management practices encompassing both construction and facility design. These should be designed to protect against nonpoint source pollution (both long-term and during construction), offsite wetland and water quality impacts, and maintain hydrologic connectivity, and minimize habitat fragmentation. - Provide for limited access provisions to minimize future secondary impacts and to maintain integrity of any hurricane evacuation function envisioned for the roadway. 	
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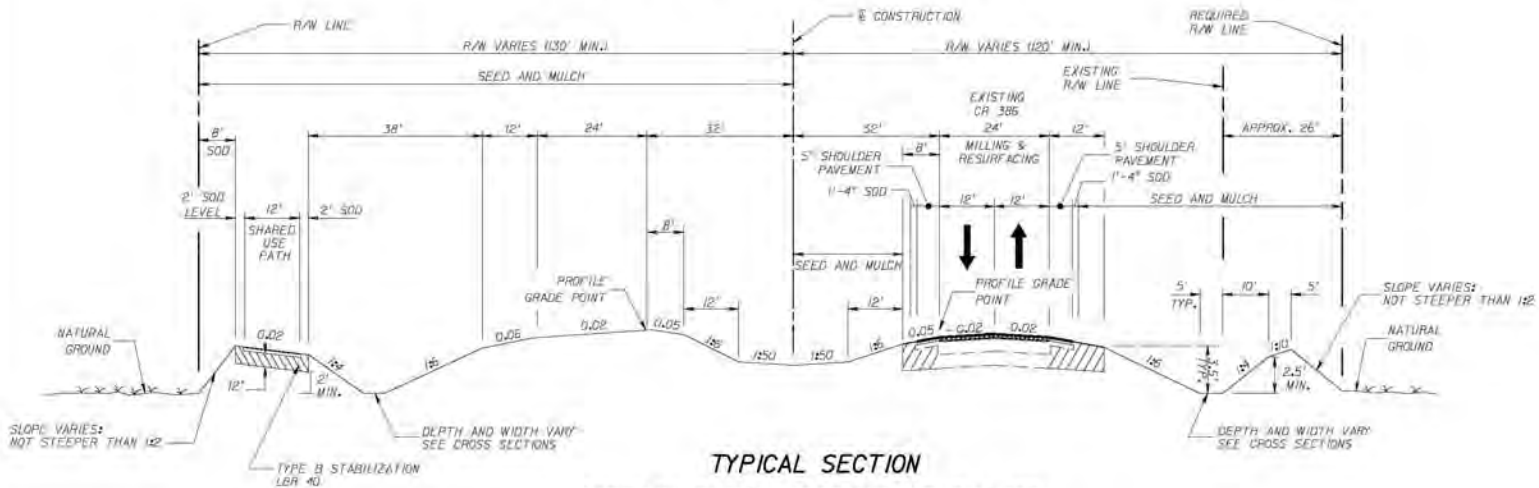
Appendix F

Typical Section Package

PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 410981-1-22-01 FEDERAL AID PROJECT NO. N/A
 COUNTY NAME GULF & BAY ROAD DESIGNATION N/A LIMITS/MILEPOST N/A
 PROJECT DESCRIPTION GULF COAST PARKWAY, FROM US 98, IN GULF COUNTY, TO US 231, IN BAY COUNTY

PROPOSED ROADWAY TYPICAL SECTION



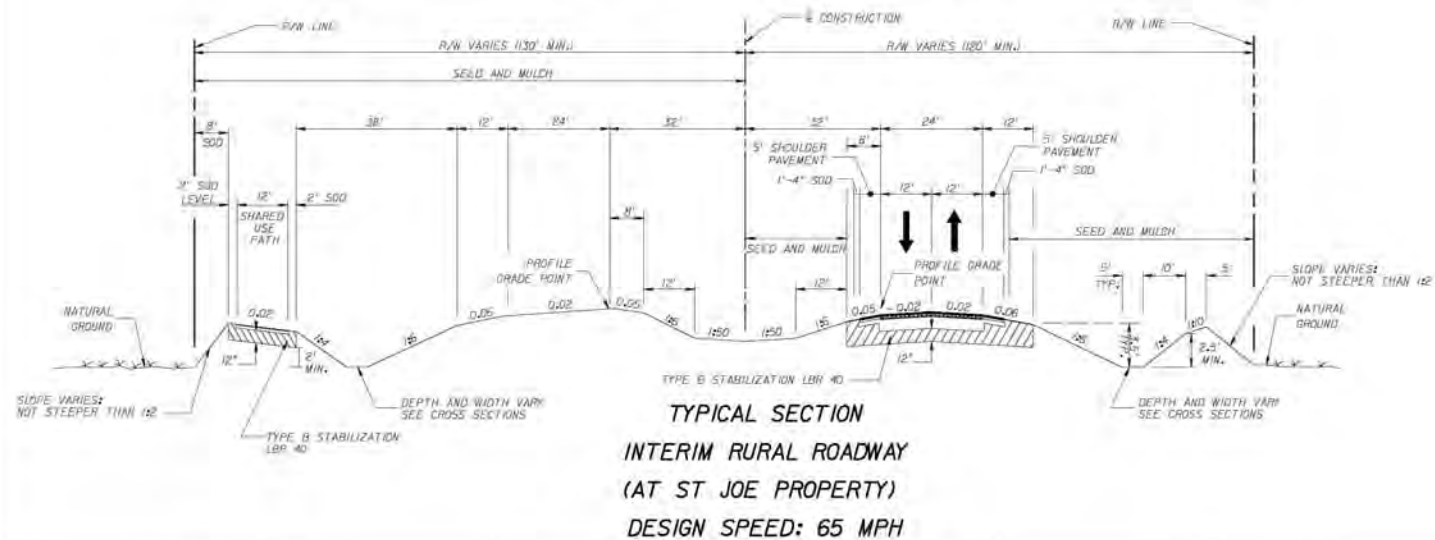
TYPICAL SECTION
INTERIM RURAL ROADWAY AT CR 386
DESIGN SPEED: 65 MPH

APPROVED BY	FDOT CONCURRENCE	FHWA CONCURRENCE
LEROY H. STRICKLAND, P.E. P.E. NO.: 47741 ENGINEER OF RECORD DATE _____	FDOT DISTRICT DESIGN ENGINEER DATE _____	FHWA DISTRICT DESIGN ENGINEER DATE _____

PROJECT IDENTIFICATION

FINANCIAL PROJECT ID: 410981-1-22-01 FEDERAL AID PROJECT NO. N/A
COUNTY NAME: GULF & BAY ROAD DESIGNATION: N/A LIMITS/MILEPOST: N/A
PROJECT DESCRIPTION: GULF COAST PARKWAY, FROM US 98, IN GULF COUNTY, TO US 231, IN BAY COUNTY

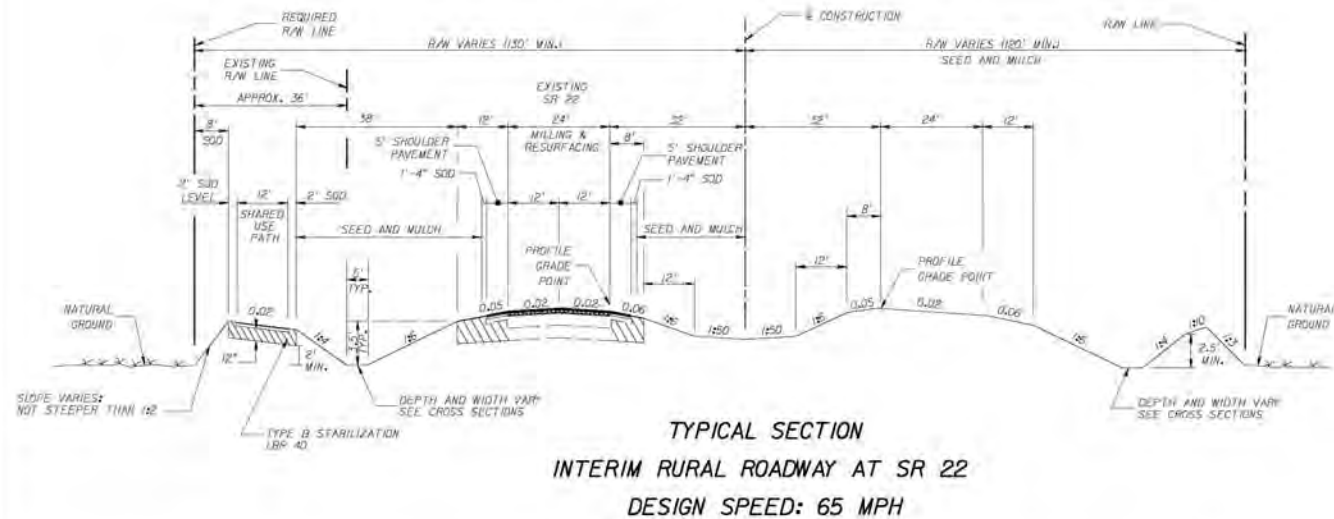
PROPOSED ROADWAY TYPICAL SECTION



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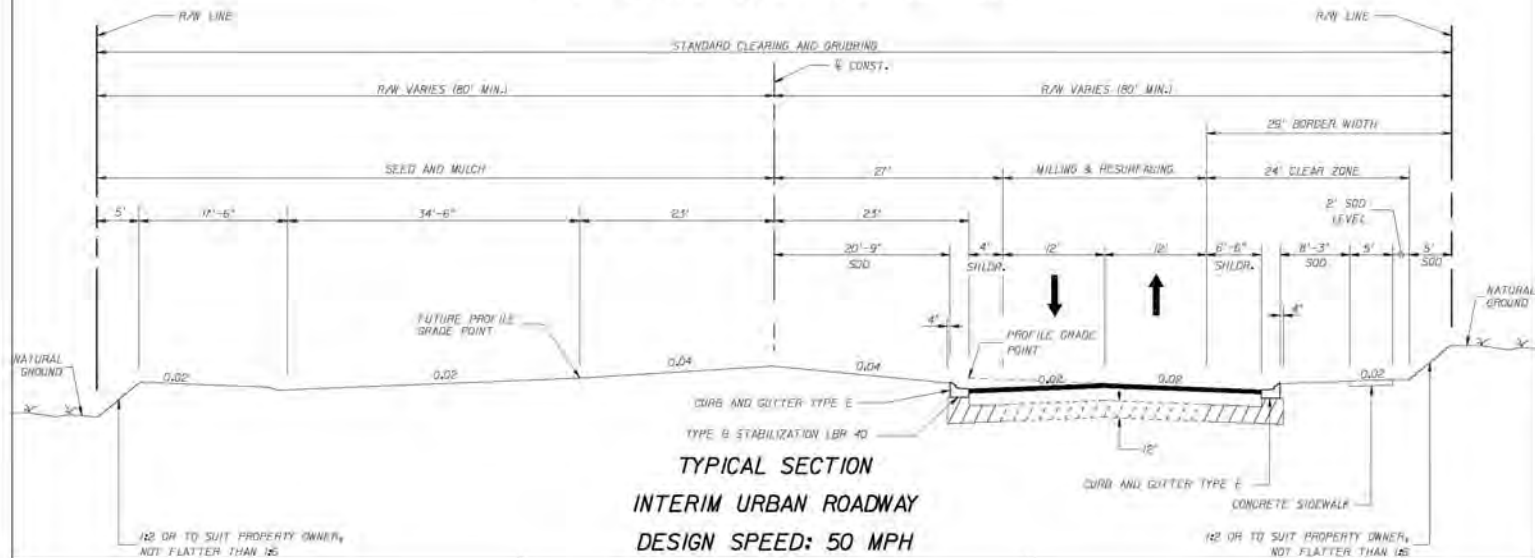


APPROVED BY	FDOT CONCURRENCE	FHWA CONCURRENCE
LEROY H. STRICKLAND, P.E. P.E. NO.: 47741 ENGINEER OF RECORD	FDOT DISTRICT DESIGN ENGINEER	FHWA DISTRICT DESIGN ENGINEER

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PROJECT DESCRIPTION: GULF COAST PARKWAY, FROM US 98, IN GULF COUNTY, TO US 231, IN BAY COUNTY

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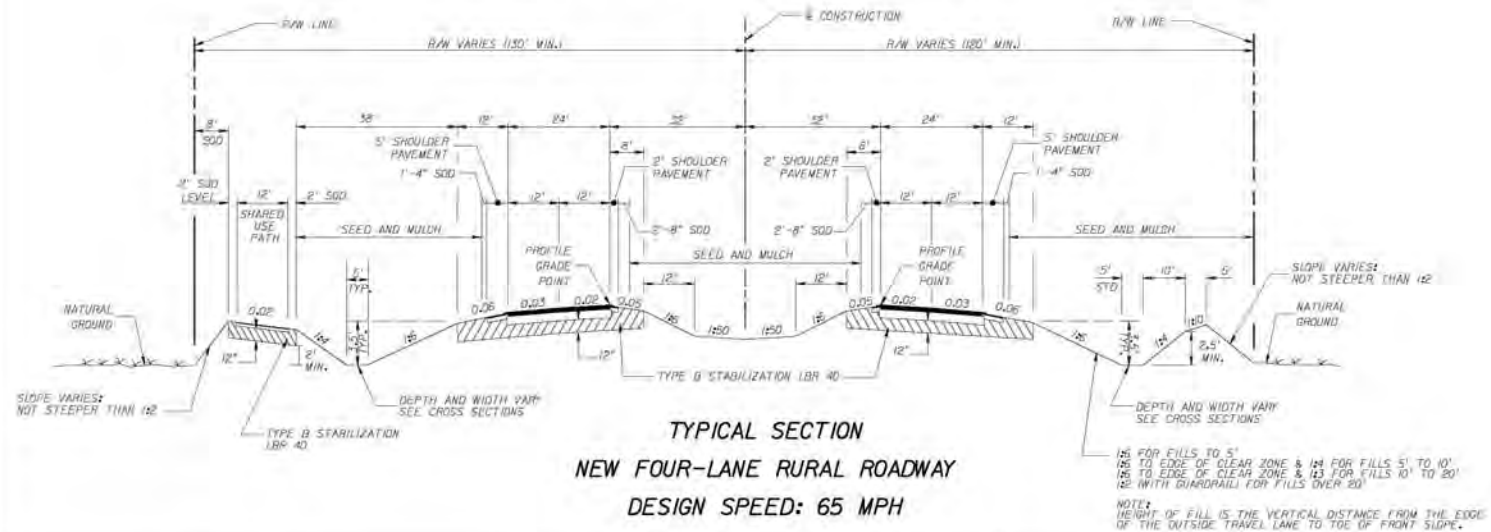
TYPICAL SECTION
INTERIM URBAN ROADWAY
DESIGN SPEED: 50 MPH

APPROVED BY	FDOT CONCURRENCE	FHWA CONCURRENCE
LEROY H. STRICKLAND, P.E. P.E. NO.: 47741 ENGINEER OF RECORD DATE: _____	FDOT DISTRICT DESIGN ENGINEER DATE: _____	FHWA DISTRICT DESIGN ENGINEER DATE: _____

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PROJECT DESCRIPTION: GULF COAST PARKWAY, FROM US 98, IN GULF COUNTY, TO US 231, IN BAY COUNTY

PROPOSED ROADWAY TYPICAL SECTION



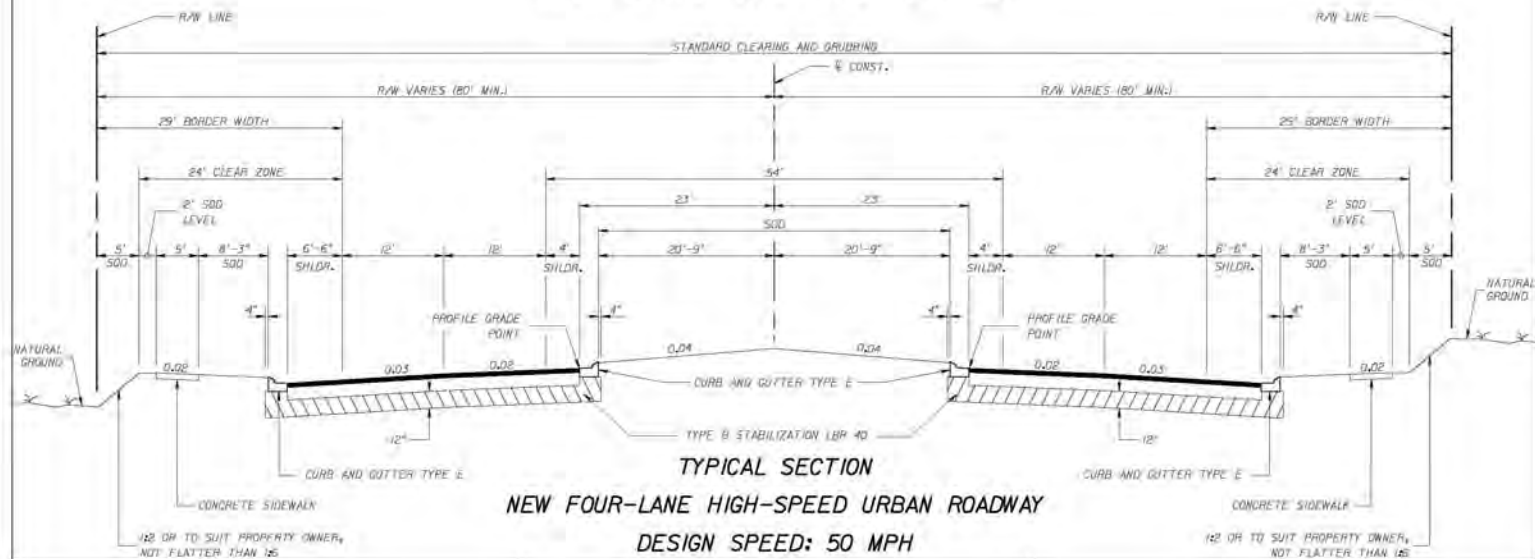
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LIST MAJOR STRUCTURES LOCATION/DESCRIPTION - REQUIRING INDEPENDENT STRUCTURE DESIGN: <u>INTRACASTAL CROSSING WITH 65' VERTICAL CLEARANCE</u> <u>LOW-LEVEL WATERWAY CROSSING</u>																							
LIST MAJOR UTILITIES WITHIN PROJECT CORRIDOR: <u>FLORIDA GAS TRANSMISSION-CARYVILLE, GULF COAST ELECTRIC CO-OP INC, CITY OF MEXICO BEACH, MEDIA COM, PROGRESS ENERGY, GT COM INC, ST. JOE NATURAL GAS COMPANY INC</u>																							
LIST OTHER INFORMATION PERTINENT TO DESIGN OF PROJECT: <u>SHARED USE PATH IS ADDED</u>																							

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PROPOSED ROADWAY TYPICAL SECTION



APPROVED BY	FDOT CONCURRENCE	FHWA CONCURRENCE
LEROY H. STRICKLAND, P.E. P.E. NO.: 47741 ENGINEER OF RECORD	FDOT DISTRICT DESIGN ENGINEER	FHWA DISTRICT DESIGN ENGINEER
DATE	DATE	DATE

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LIST ANY POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION ELEMENTS: <u>N/A</u>																						
LIST MAJOR STRUCTURES LOCATION/DESCRIPTION - REQUIRING INDEPENDENT STRUCTURE DESIGN: <u>US98/TRAM ROAD INTERCHANGE</u> <u>GULF COAST PARKWAY/US 231 INTERCHANGE</u>																						
LIST MAJOR UTILITIES WITHIN PROJECT CORRIDOR: <u>BAY COUNTY UTILITY SERVICES WATER & WASTE WATER, FLORIDA GAS TRANSMISSION, GULF POWER ENGINEERING, BELLSOUTH TELECOMMUNICATIONS, CITY OF CALLAWAY, COMCAST CABLEVISION OF PANAMA CITY, CITY OF PANAMA CITY, CITY OF SPRINGFIELD, LIGHTWAVE LLC, MEDIA.COM, TECO PEOPLES GAS</u>																						
LIST OTHER INFORMATION PERTINENT TO DESIGN OF PROJECT: <u>RAILROAD CROSSING IN BAY COUNTY</u>																						

Appendix G

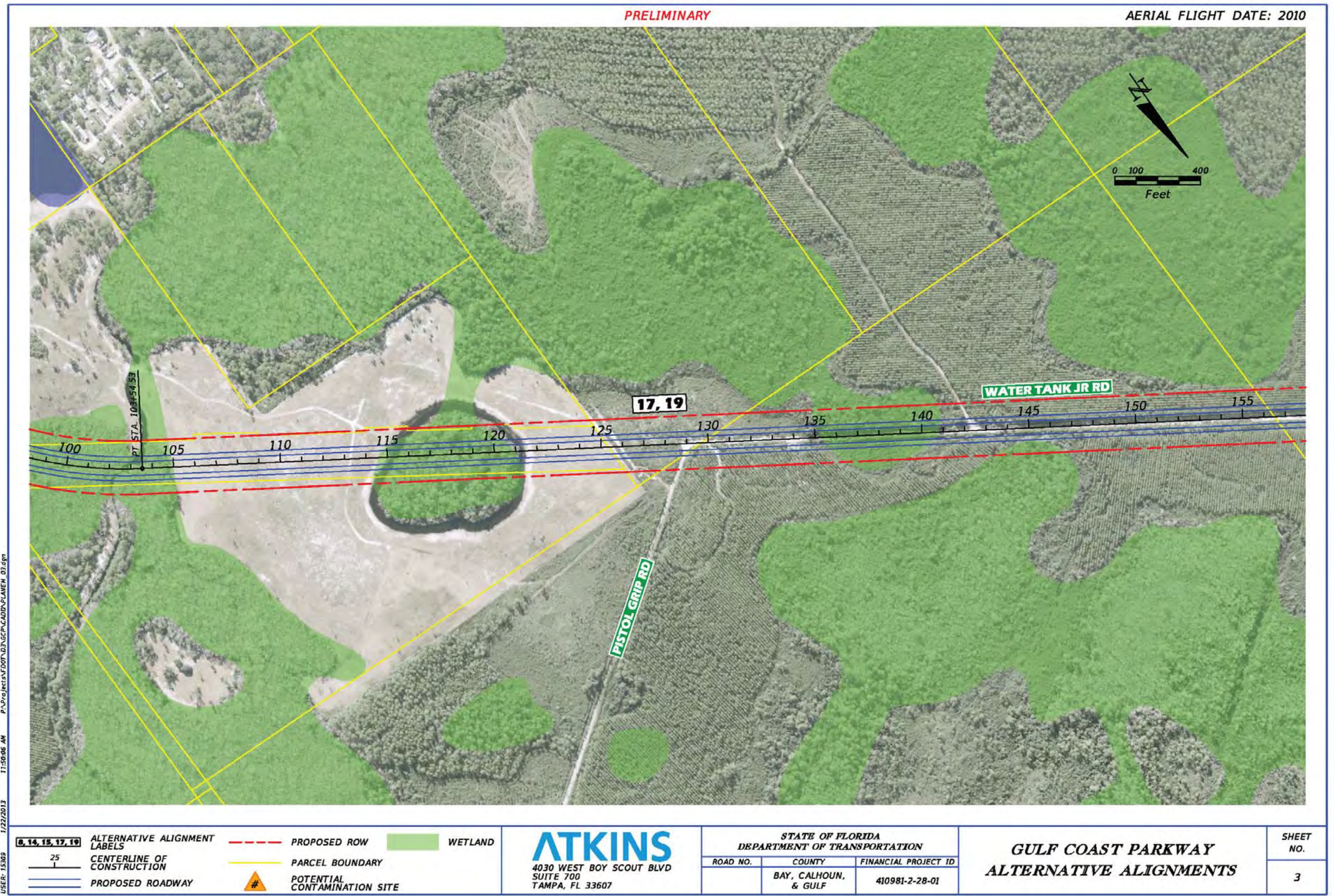
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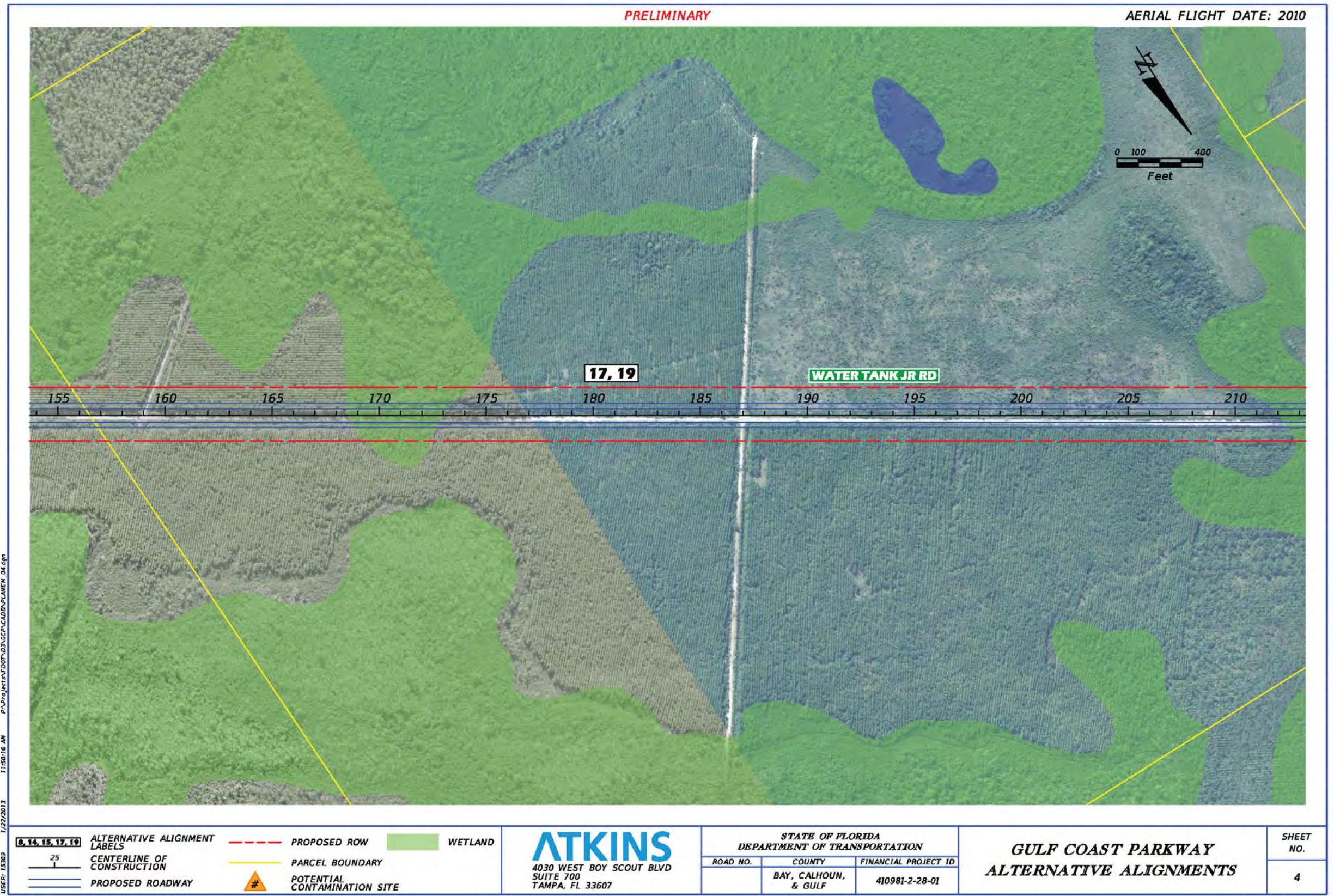
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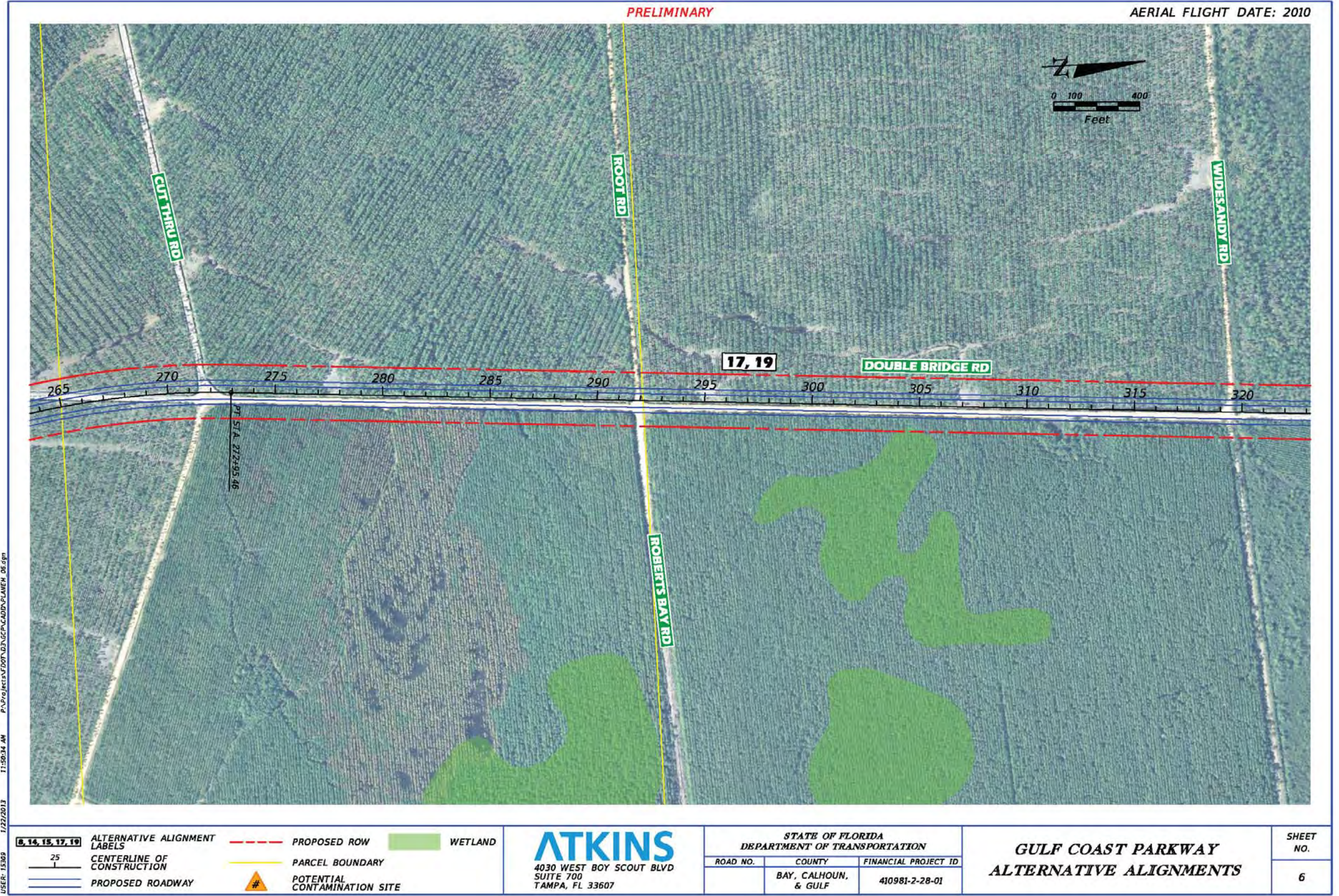
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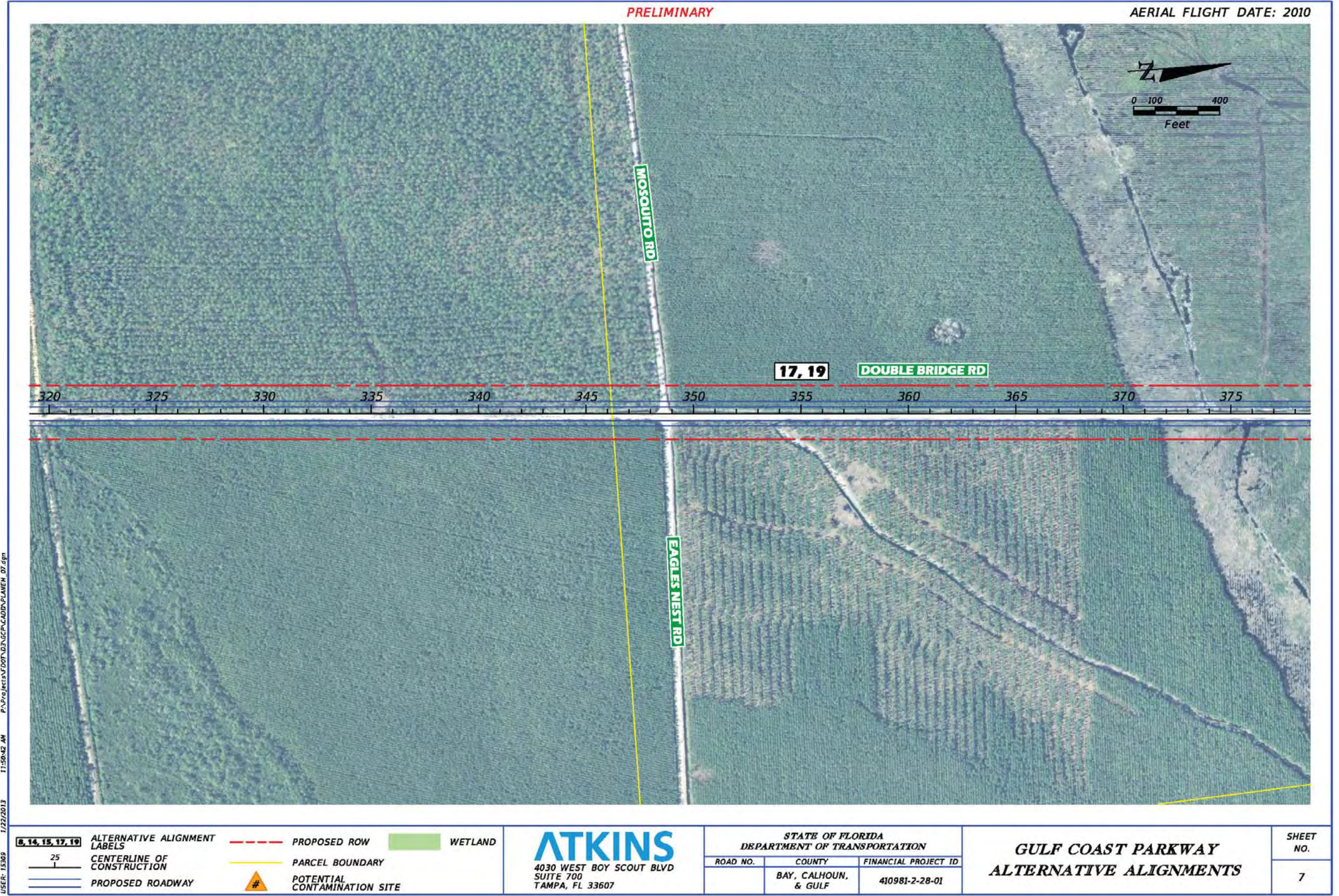


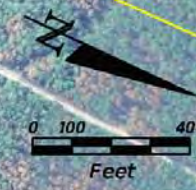












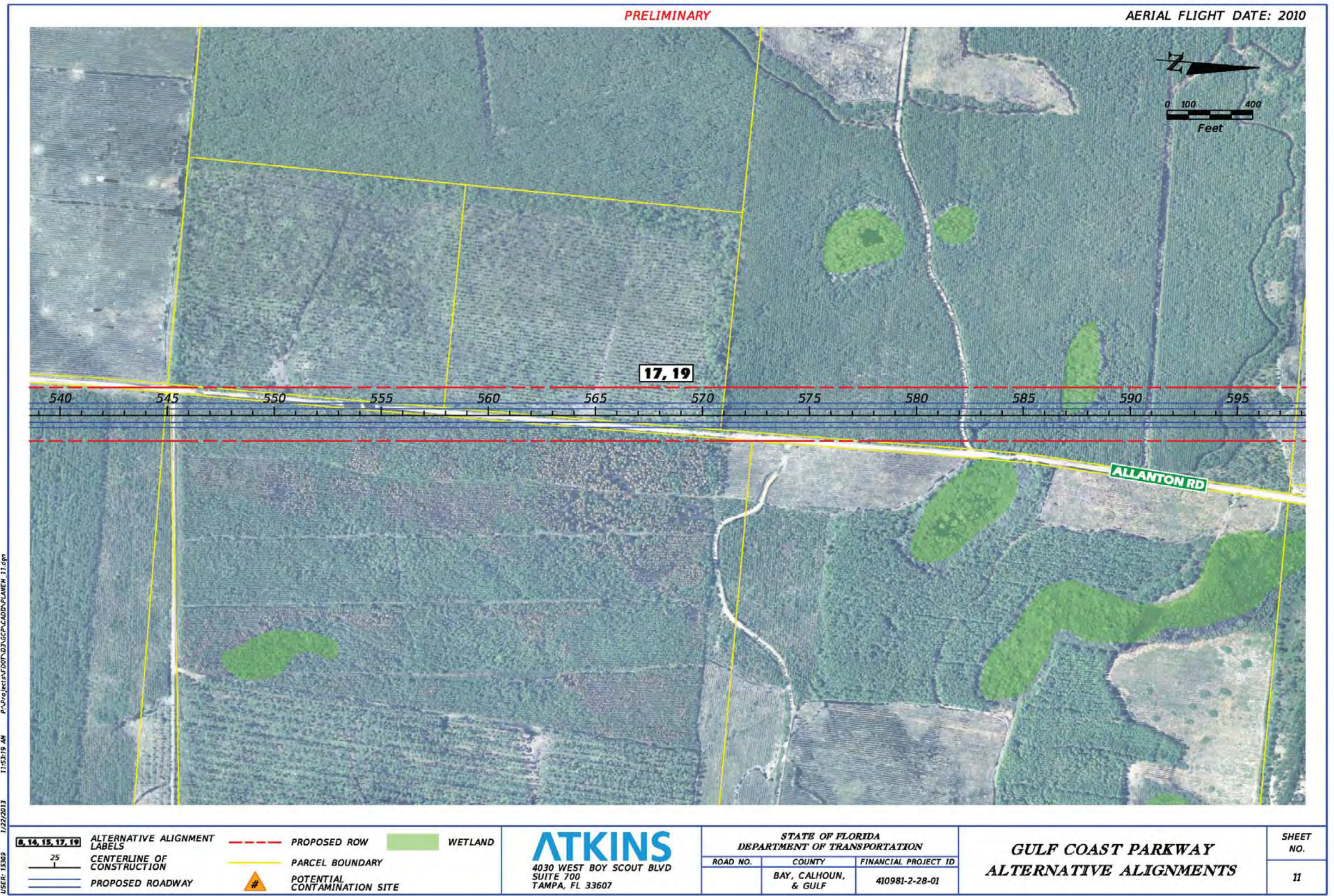

 8, 14, 15, 17, 19 ALTERNATIVE ALIGNMENT LABELS
 25 CENTERLINE OF CONSTRUCTION
 PROPOSED ROADWAY
 PROPOSED ROW
 PARCEL BOUNDARY
 # POTENTIAL CONTAMINATION SITE
 WETLAND

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	410981-2-28-01

SHEET NO.
8

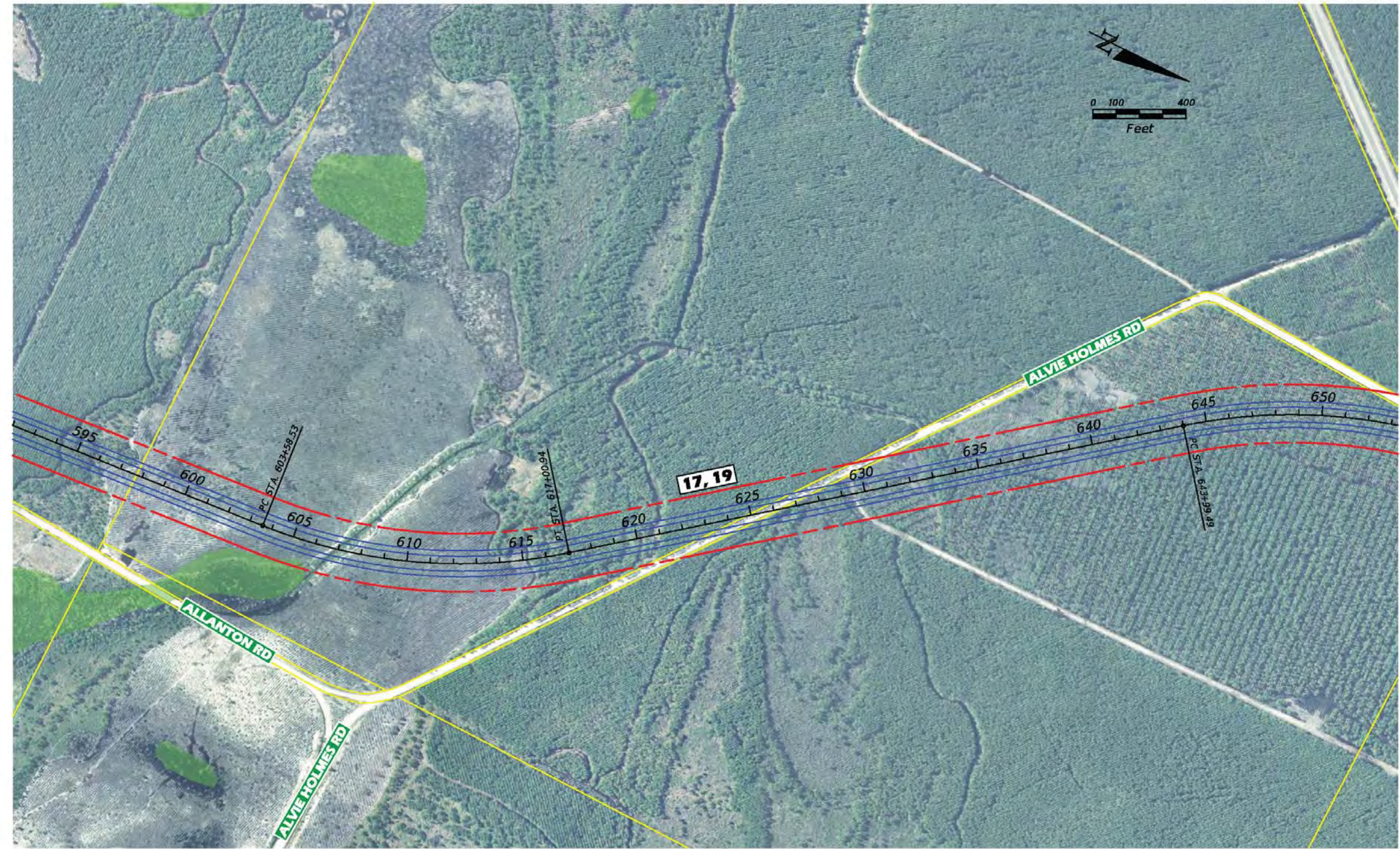






PRELIMINARY

AERIAL FLIGHT DATE: 2010



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25	CENTERLINE OF CONSTRUCTION	---	PARCEL BOUNDARY	
---	PROPOSED ROADWAY	#	POTENTIAL CONTAMINATION SITE	

ATKINS
4030 WEST BOY SCOUT BLVD
SUITE 700
TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	410981-2-28-01

**GULF COAST PARKWAY
ALTERNATIVE ALIGNMENTS**

SHEET NO.
12

PRELIMINARY

AERIAL FLIGHT DATE: 2010



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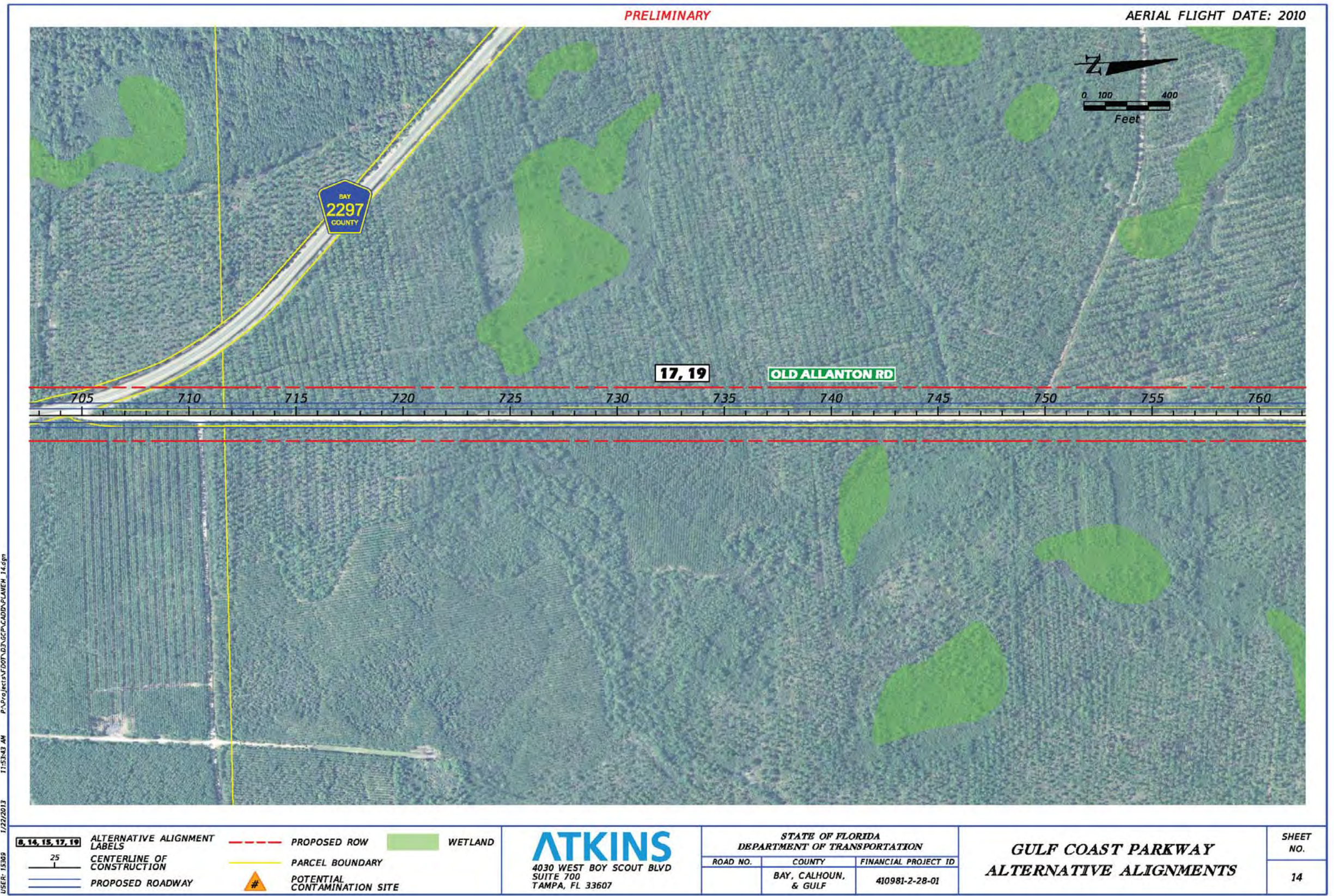
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25	CENTERLINE OF CONSTRUCTION	---	PARCEL BOUNDARY	
---	PROPOSED ROADWAY	#	POTENTIAL CONTAMINATION SITE	

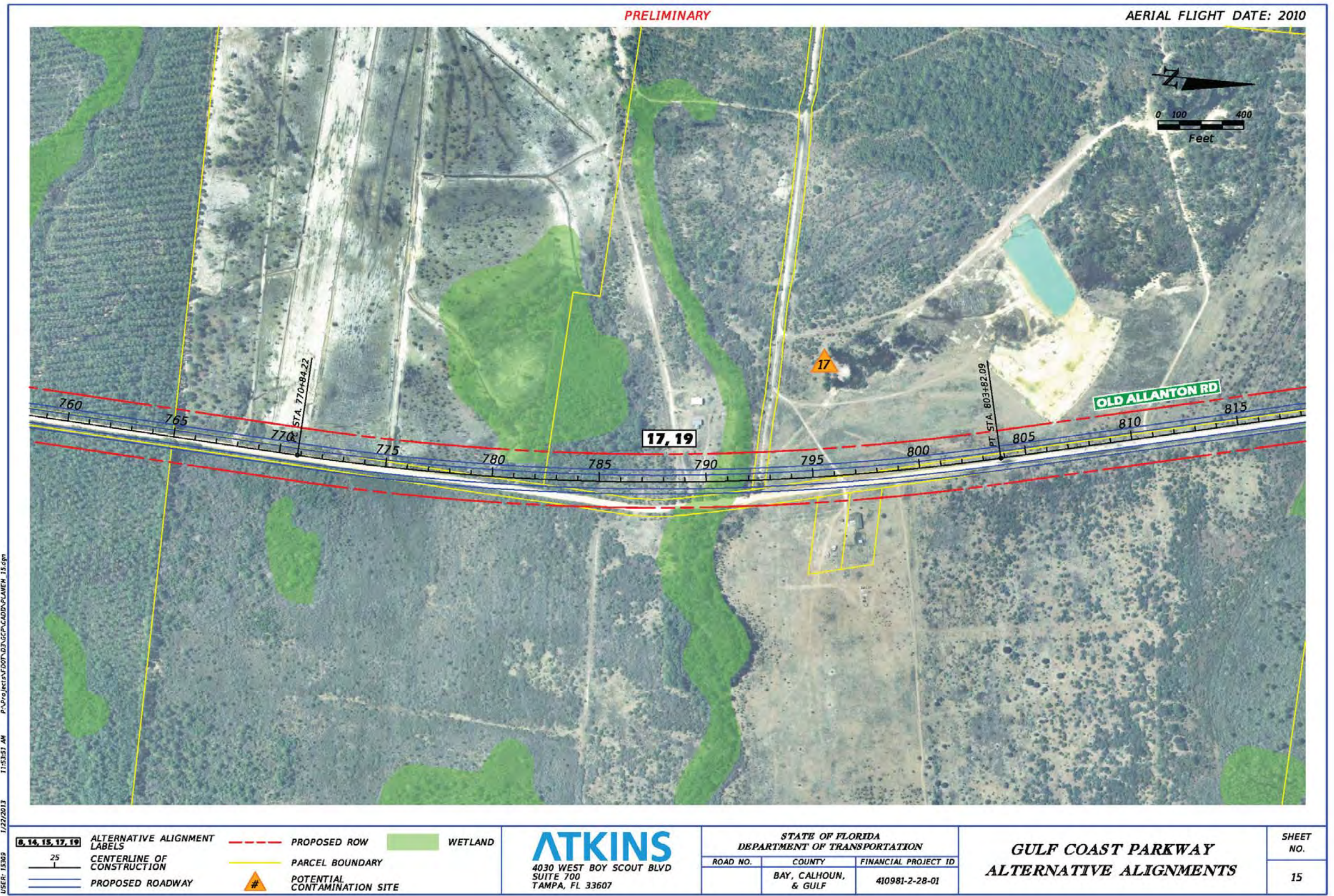
ATKINS
4030 WEST BOY SCOUT BLVD
SUITE 700
TAMPA, FL 33607

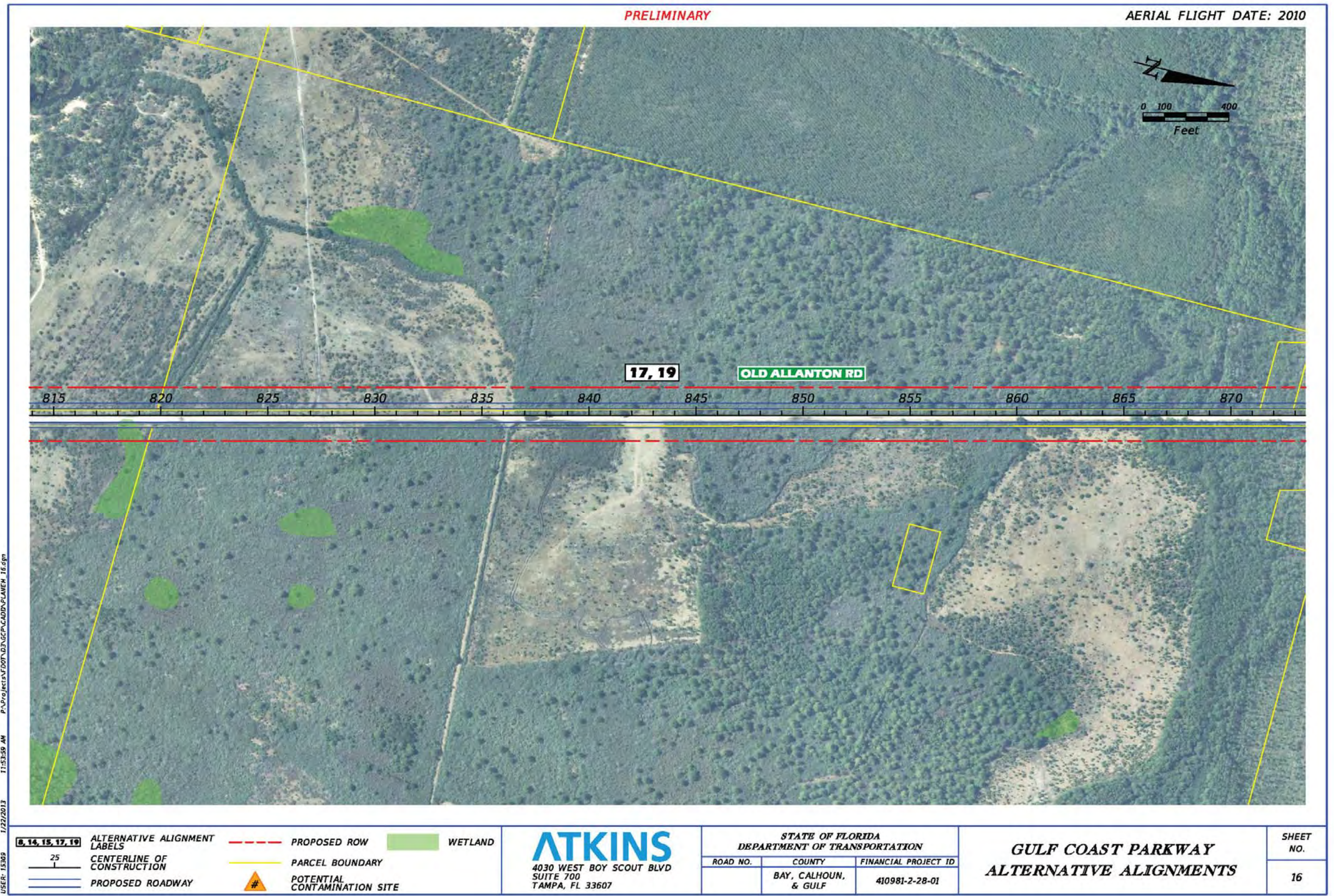
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	410981-2-28-01

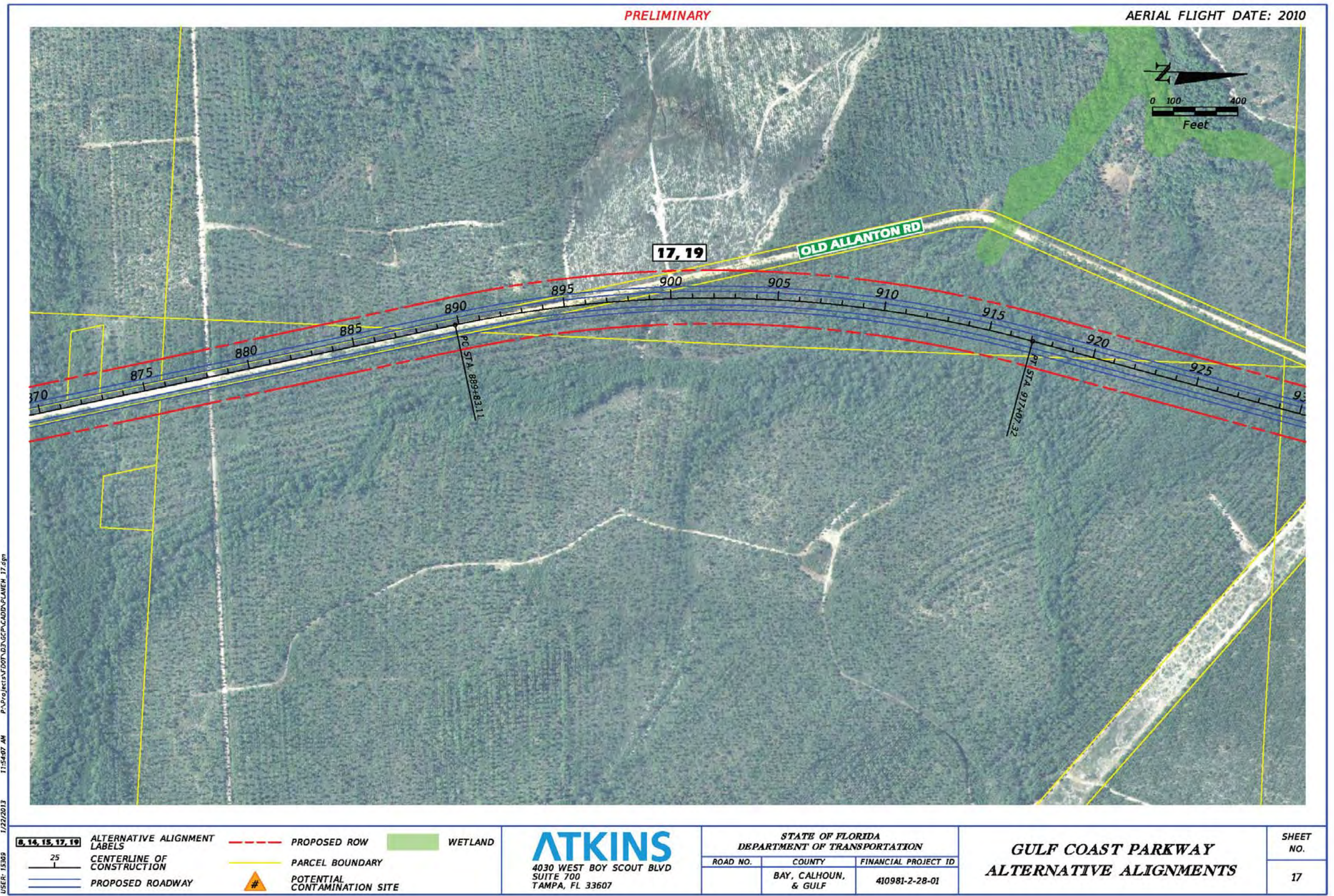
**GULF COAST PARKWAY
ALTERNATIVE ALIGNMENTS**

SHEET NO.
13











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25	CENTERLINE OF CONSTRUCTION	---	PARCEL BOUNDARY		
	PROPOSED ROADWAY		POTENTIAL CONTAMINATION SITE		

ATKINS
4030 WEST BOY SCOUT BLVD
SUITE 700
TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	4J0981-2-28-01

***GULF COAST PARKWAY
ALTERNATIVE ALIGNMENTS***

SHEET NO.
18

AERIAL FLIGHT DATE: 2010



8, 14, 15, 17, 19

25

CENTERLINE OF CONSTRUCTION

PROPOSED ROADWAY

ALTERNATIVE ALIGNMENT LABELS

PROPOSED ROW

PARCEL BOUNDARY

POTENTIAL CONTAMINATION SITE

WETLAND

ATKINS

4030 WEST BOY SCOUT BLVD

SUITE 700

TAMPA, FL 33607

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

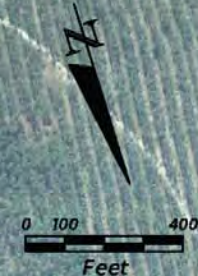
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	410981-2-28-01

GULF COAST PARKWAY

ALTERNATIVE ALIGNMENTS

SHEET NO.

19

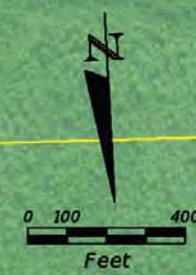


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					ROAD NO.	COUNTY BAY, CALHOUN, & GULF	FINANCIAL PROJECT ID 410981-2-28-01		20

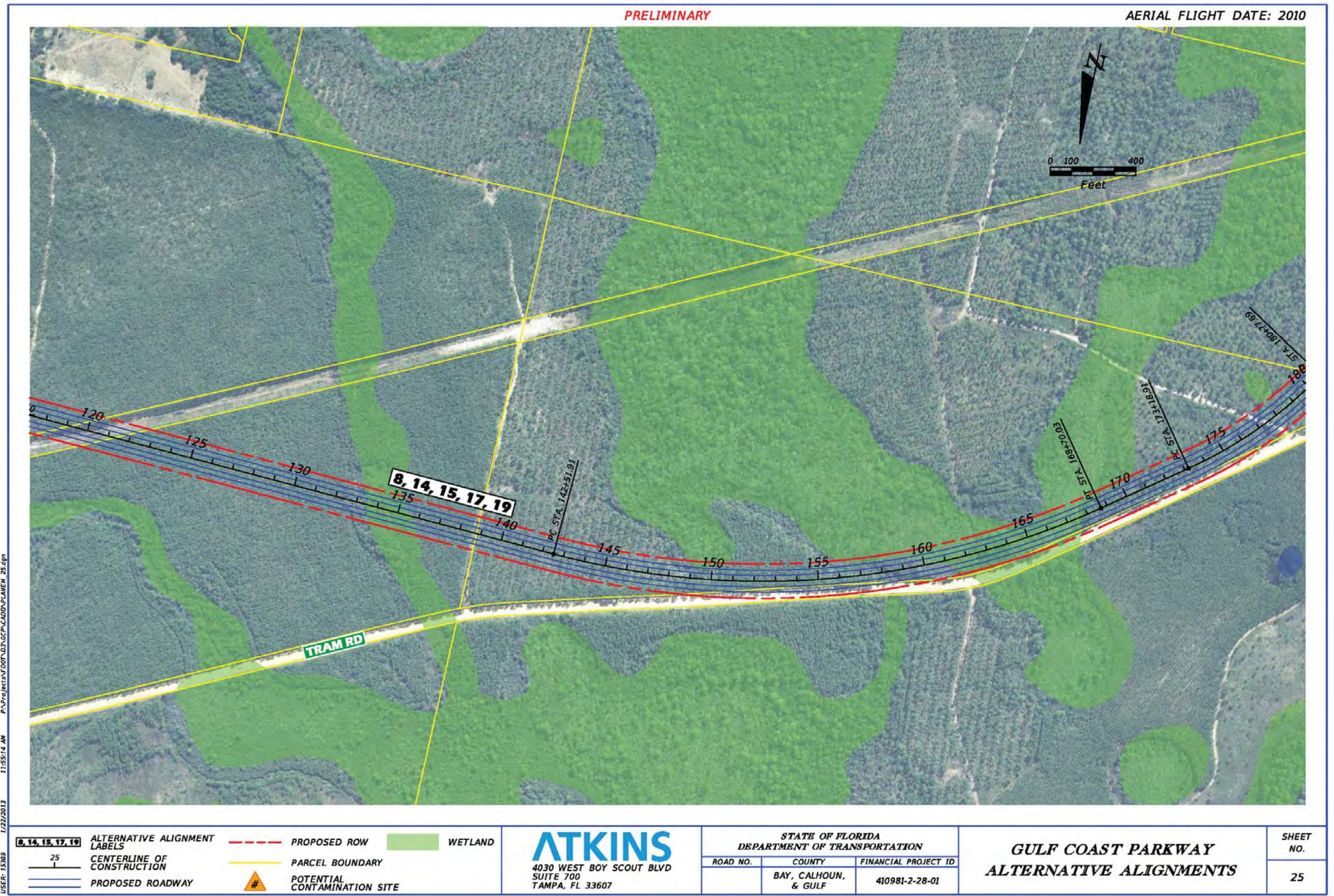


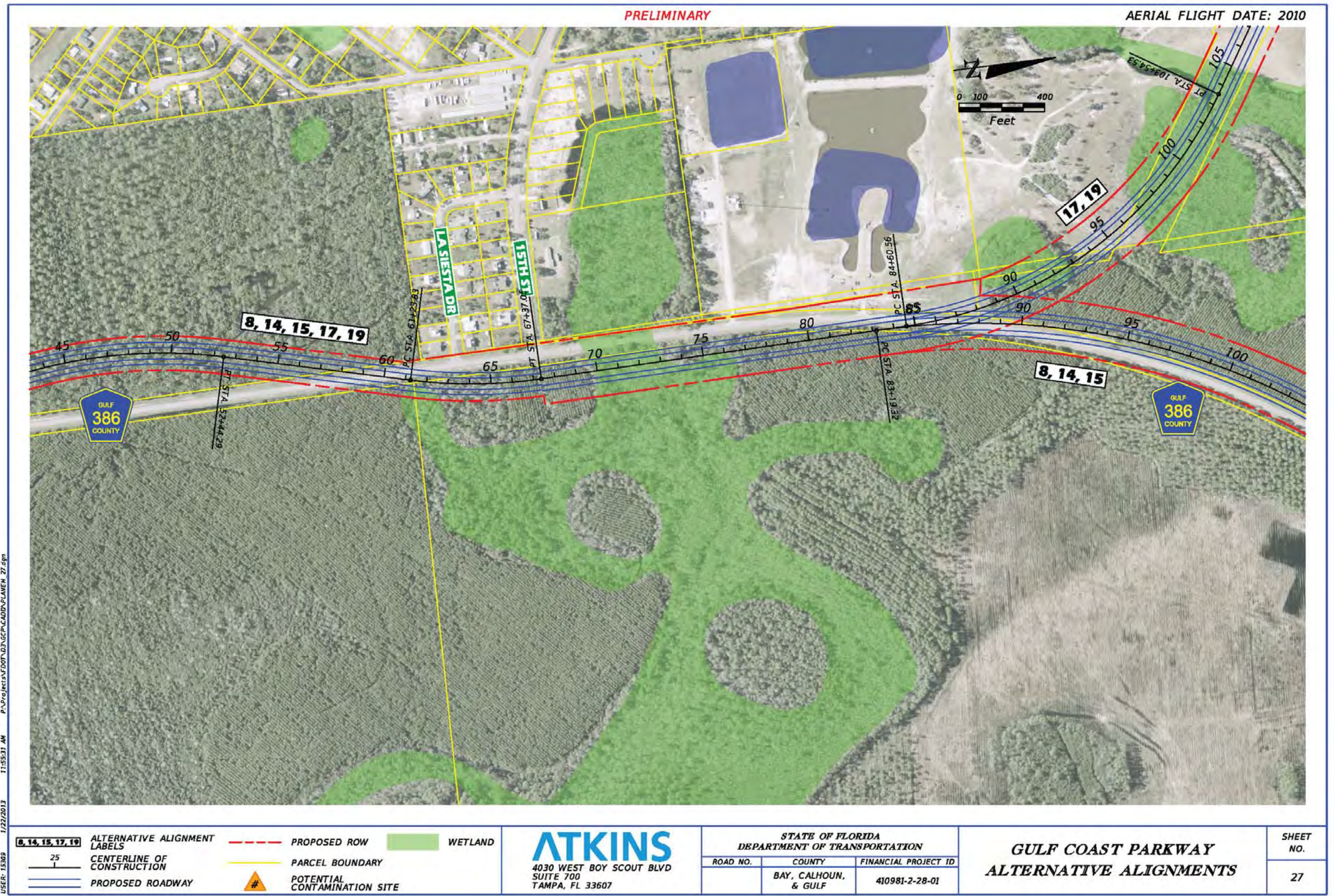
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		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		22

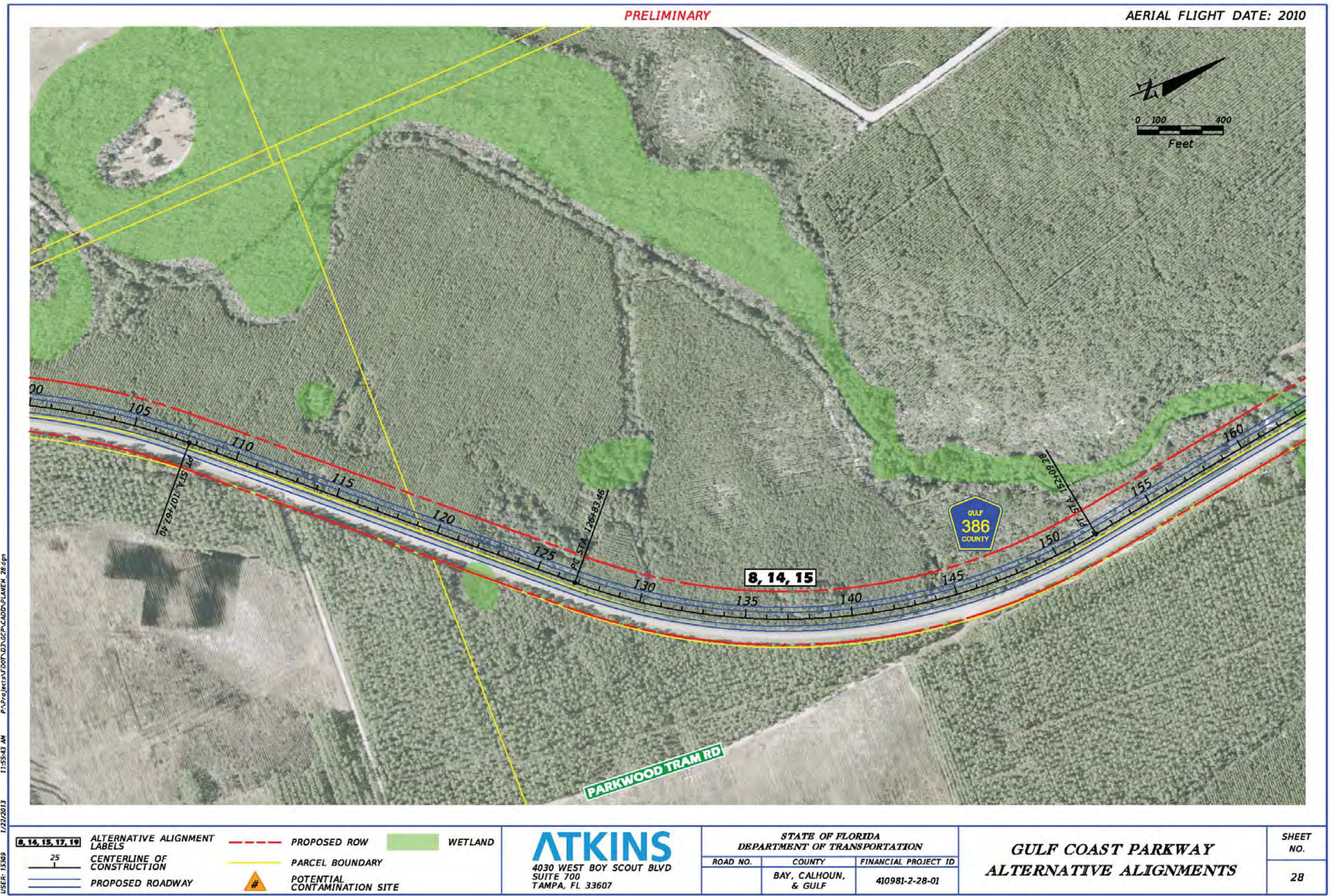


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PRELIMINARY

AERIAL FLIGHT DATE: 2010



8, 14, 15, 17, 19

25

ALTERNATIVE ALIGNMENT LABELS

CENTERLINE OF CONSTRUCTION

PROPOSED ROADWAY

PROPOSED ROW

PARCEL BOUNDARY

POTENTIAL CONTAMINATION SITE

WETLAND

ATKINS
4030 WEST BOY SCOUT BLVD
SUITE 700
TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	410981-2-28-01

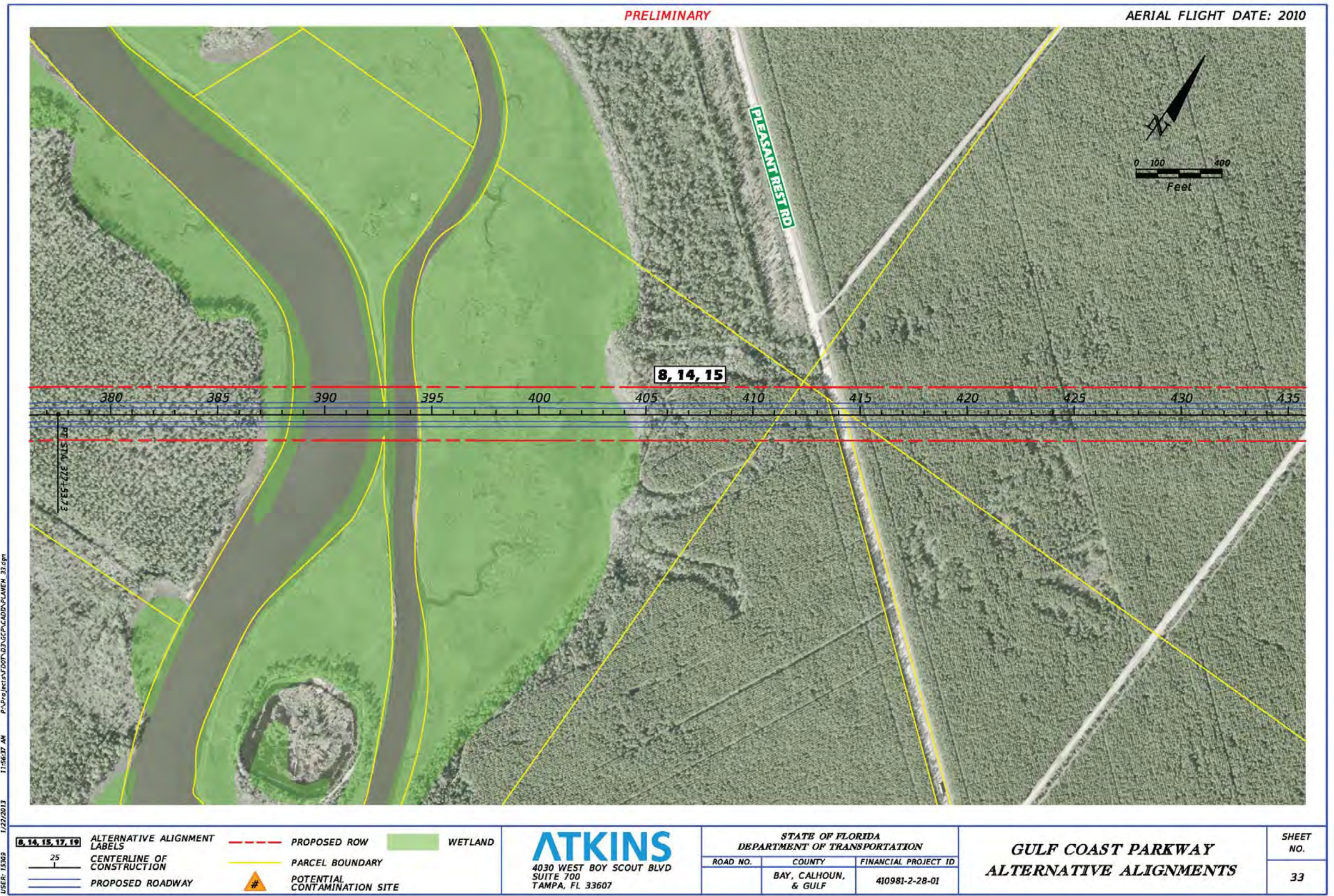
**GULF COAST PARKWAY
ALTERNATIVE ALIGNMENTS**

SHEET NO.
31



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	ROAD NO.	COUNTY	FINANCIAL PROJECT ID			
	BAY, CALHOUN, & GULF	410981-2-28-01				



AERIAL FLIGHT DATE: 2010



USER: 15309 1.

<div><div>8, 14, 15, 17, 19</div><div>25</div><div></div><div></div></div> <div>ALTERNATIVE ALIGNMENT LABELS</div> <div>CENTERLINE OF CONSTRUCTION</div> <div>PROPOSED ROADWAY</div>	<div><div></div><div></div><div>#</div></div> <div>PROPOSED ROW</div> <div>PARCEL BOUNDARY</div> <div>POTENTIAL CONTAMINATION SITE</div>	<div></div> <div>WETLAND</div>	<div><div>ATKINS</div><div>4030 WEST BOY SCOUT BLVD SUITE 700 TAMPA, FL 33607</div></div>	<table><tr><th colspan="3">STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</th></tr><tr><th>ROAD NO.</th><th>COUNTY</th><th>FINANCIAL PROJECT ID</th></tr><tr><td></td><td>BAY, CALHOUN, & GULF</td><td>410981-2-28-01</td></tr></table>	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		BAY, CALHOUN, & GULF	410981-2-28-01	<div><div>GULF COAST PARKWAY</div><div>ALTERNATIVE ALIGNMENTS</div></div>	<div>SHEET NO.</div> <div>34</div>
	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION														
ROAD NO.	COUNTY	FINANCIAL PROJECT ID													
	BAY, CALHOUN, & GULF	410981-2-28-01													

AERIAL FLIGHT DATE: 2010



8, 14, 15

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6, 14, 15, 17, 19

25

CENTERLINE OF CONSTRUCTION

PROPOSED ROADWAY

PROPOSED ROW

PARCEL BOUNDARY

POTENTIAL CONTAMINATION SITE

WETLAND

ATKINS

4030 WEST BOY SCOUT BLVD

SUITE 700

TAMPA, FL 33607

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

ROAD NO.

COUNTY

FINANCIAL PROJECT ID

BAY, CALHOUN, & GULF

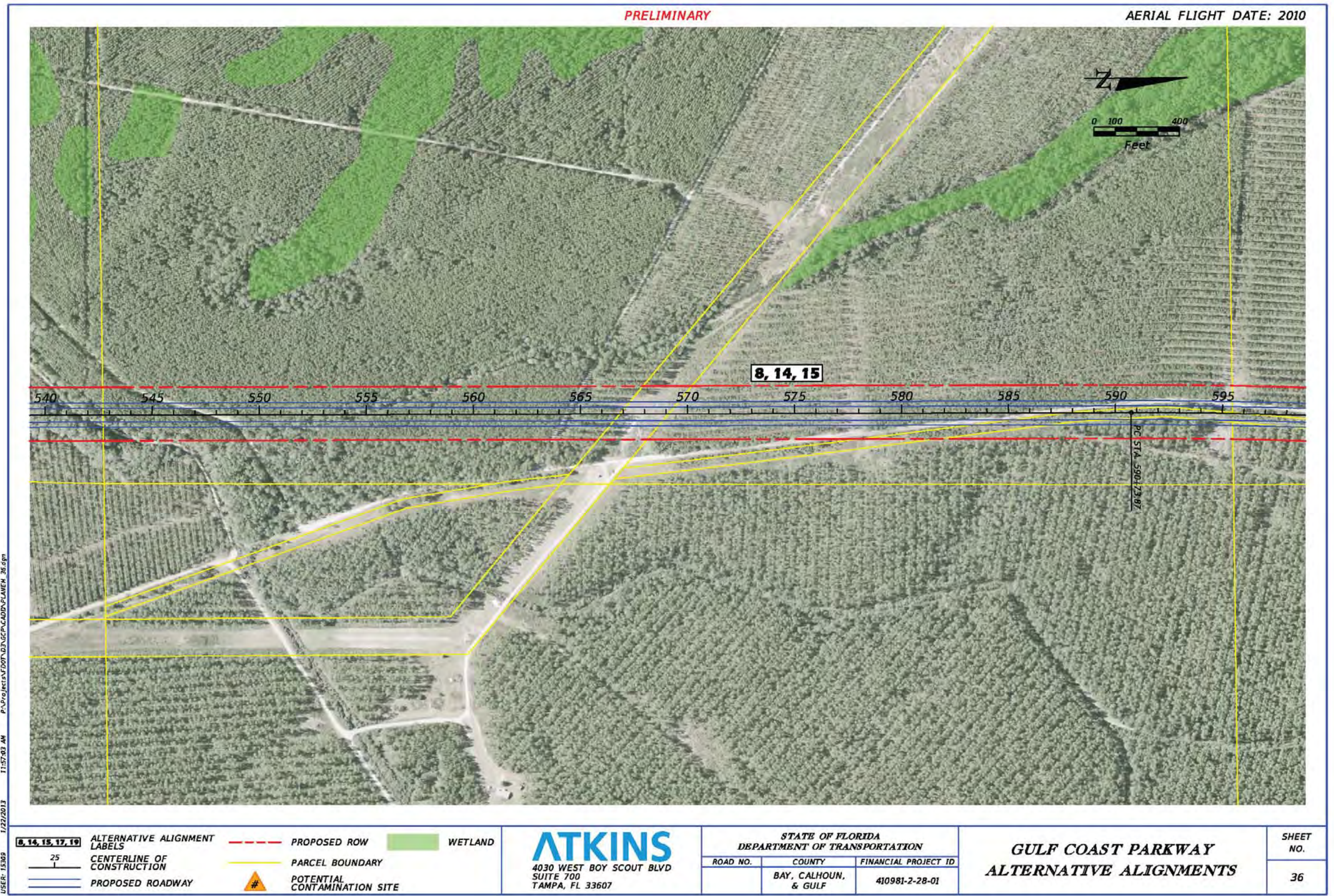
410981-2-28-01

GULF COAST PARKWAY

ALTERNATIVE ALIGNMENTS

SHEET NO.

35



PRELIMINARY

AERIAL FLIGHT DATE: 2010



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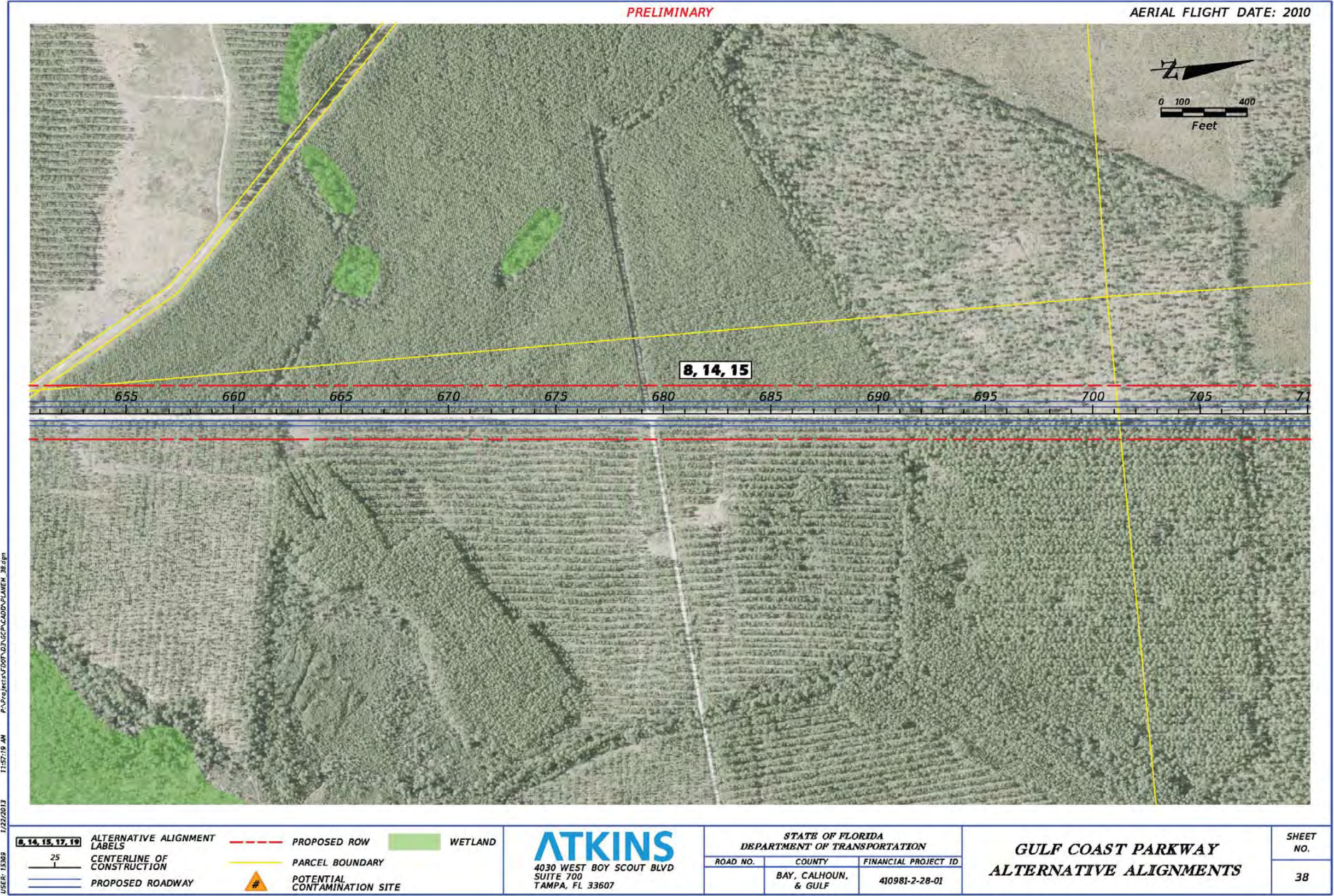
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25		CENTERLINE OF CONSTRUCTION	---	PARCEL BOUNDARY	
---		PROPOSED ROADWAY	#	POTENTIAL CONTAMINATION SITE	

ATKINS
4030 WEST BOY SCOUT BLVD
SUITE 700
TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	410981-2-28-01

**GULF COAST PARKWAY
ALTERNATIVE ALIGNMENTS**

SHEET NO.
37



PRELIMINARY

AERIAL FLIGHT DATE: 2010



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25	CENTERLINE OF CONSTRUCTION	---	PARCEL BOUNDARY	
---	PROPOSED ROADWAY	#	POTENTIAL CONTAMINATION SITE	

ATKINS
4030 WEST BOY SCOUT BLVD
SUITE 700
TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	410981-2-28-01

**GULF COAST PARKWAY
ALTERNATIVE ALIGNMENTS**

SHEET NO.
39

PRELIMINARY

AERIAL FLIGHT DATE: 2010



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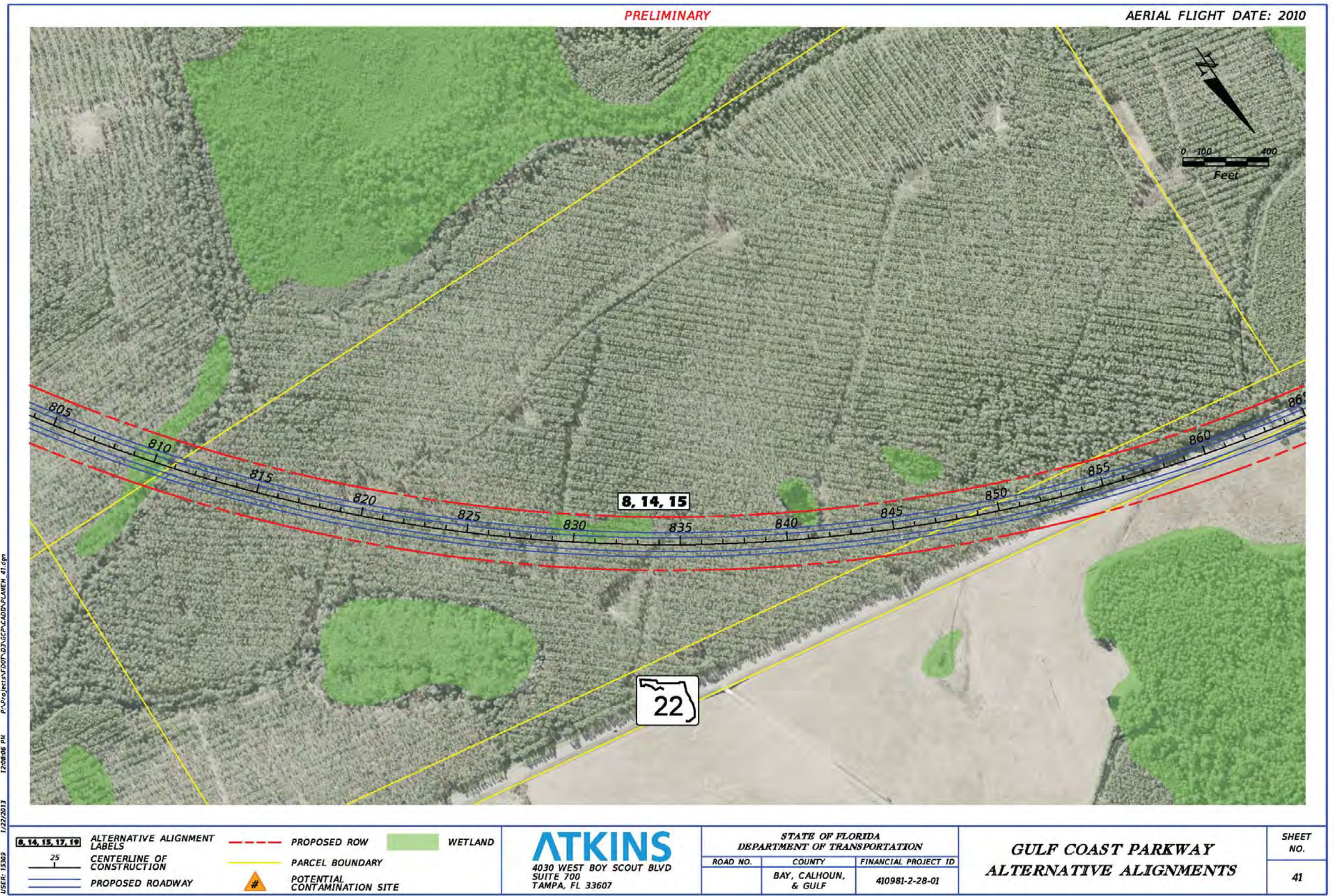
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25	CENTERLINE OF CONSTRUCTION	--- PARCEL BOUNDARY	
---	PROPOSED ROADWAY	# POTENTIAL CONTAMINATION SITE	

ATKINS
4030 WEST BOY SCOUT BLVD
SUITE 700
TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	410981-2-28-01

**GULF COAST PARKWAY
ALTERNATIVE ALIGNMENTS**

SHEET NO.
40





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6, 14, 15, 17, 19

25

ALTERNATIVE ALIGNMENT LABELS

CENTERLINE OF CONSTRUCTION

PROPOSED ROADWAY

PROPOSED ROW

PARCEL BOUNDARY

POTENTIAL CONTAMINATION SITE

#

WETLAND

ATKINS

4030 WEST BOY SCOUT BLVD
SUITE 700
TAMPA, FL 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.

COUNTY

FINANCIAL PROJECT ID

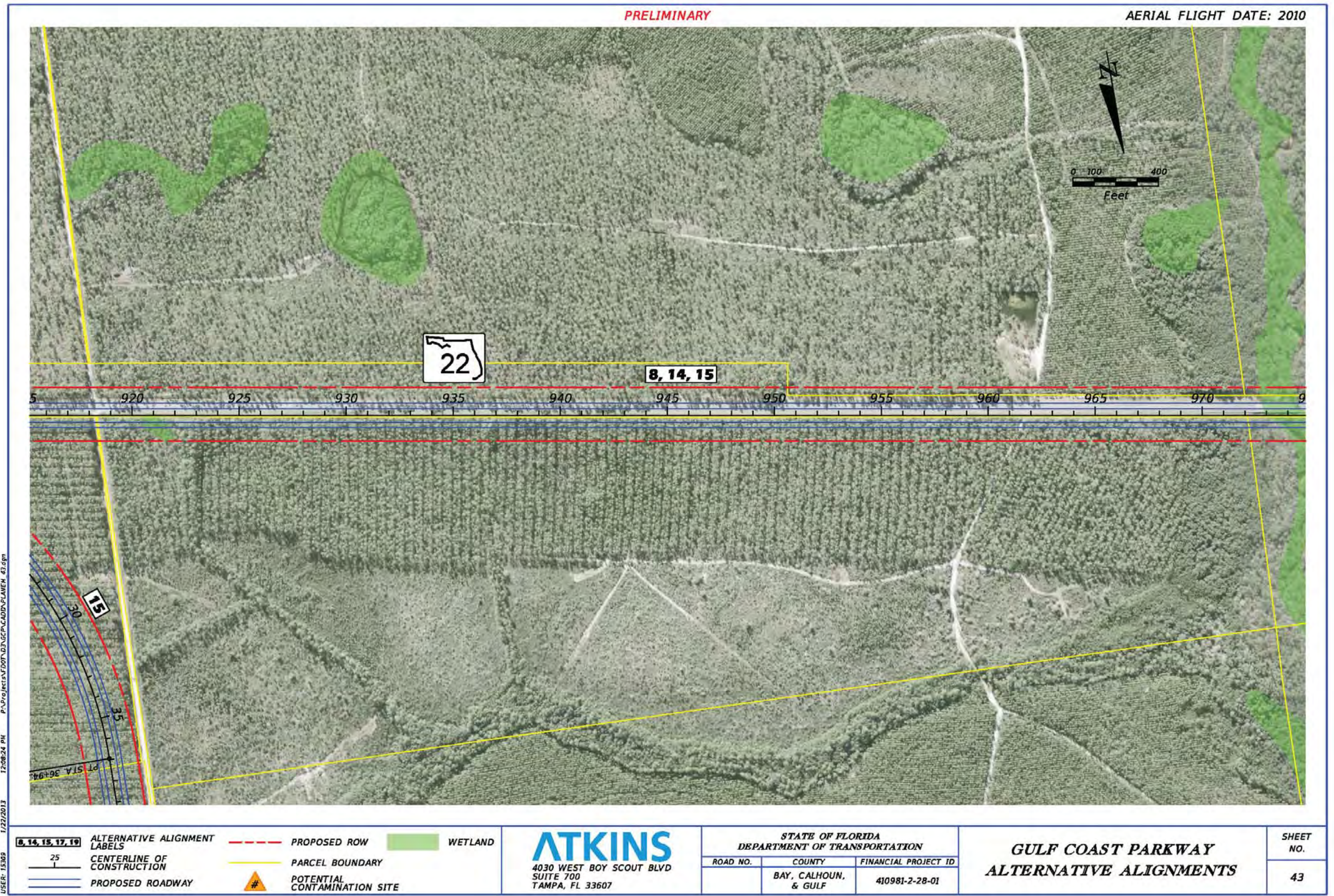
BAY, CALHOUN,
& GULF

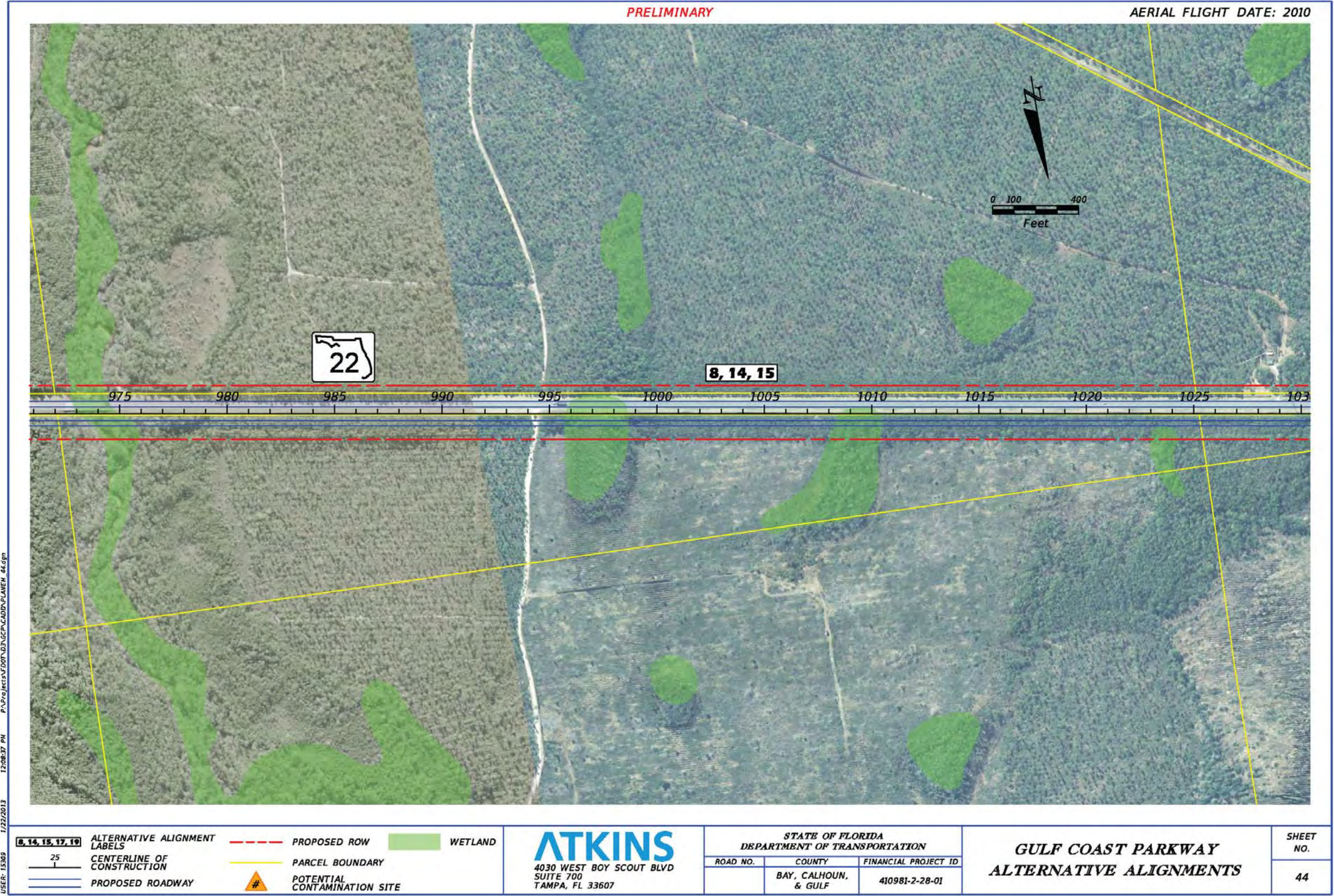
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GULF COAST PARKWAY
ALTERNATIVE ALIGNMENTS

SHEET NO.

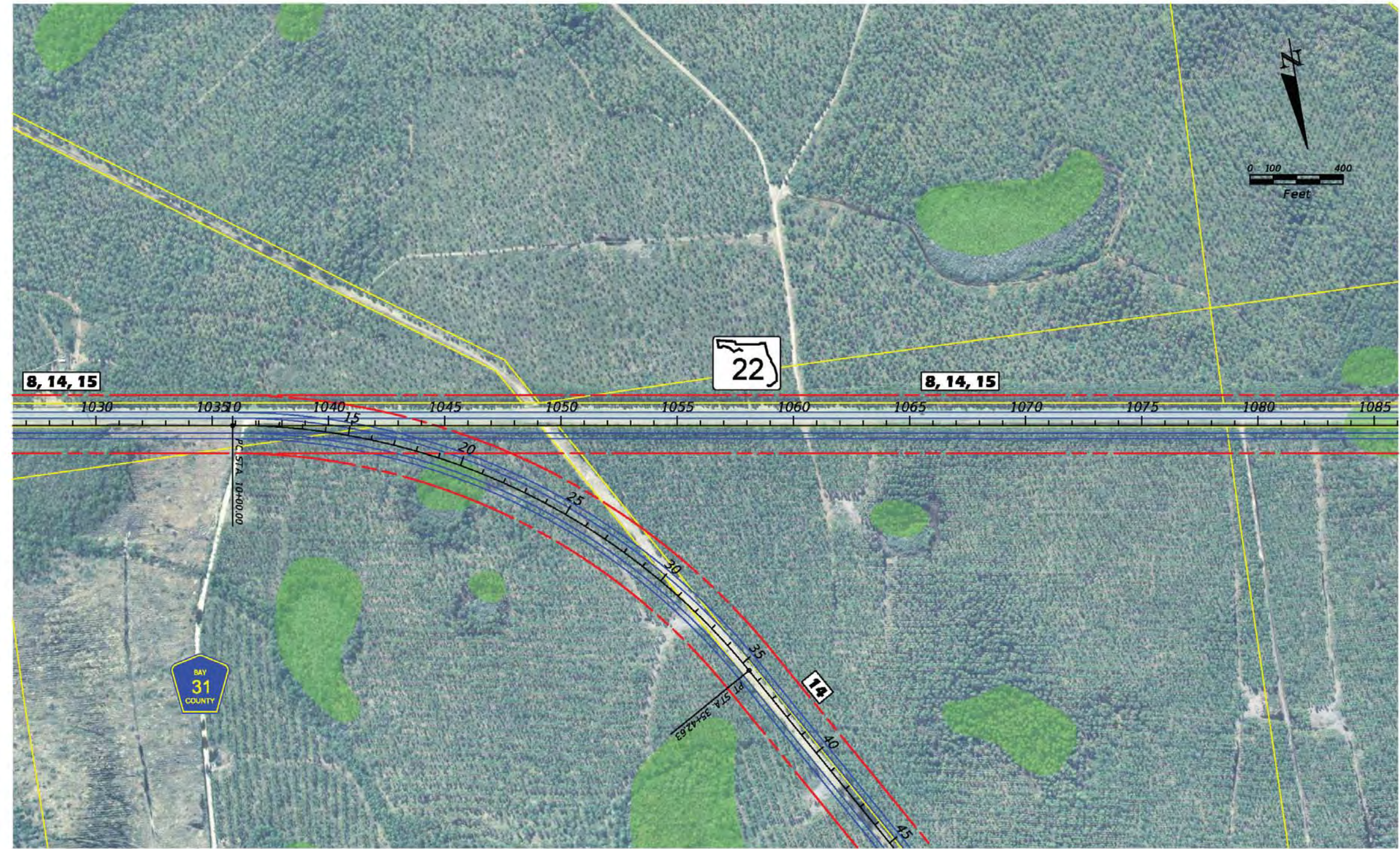
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PRELIMINARY

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25	CENTERLINE OF CONSTRUCTION	---	PARCEL BOUNDARY	
---	PROPOSED ROADWAY	#	POTENTIAL CONTAMINATION SITE	

ATKINS
4030 WEST BOY SCOUT BLVD
SUITE 700
TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	410981-2-28-01

**GULF COAST PARKWAY
ALTERNATIVE ALIGNMENTS**

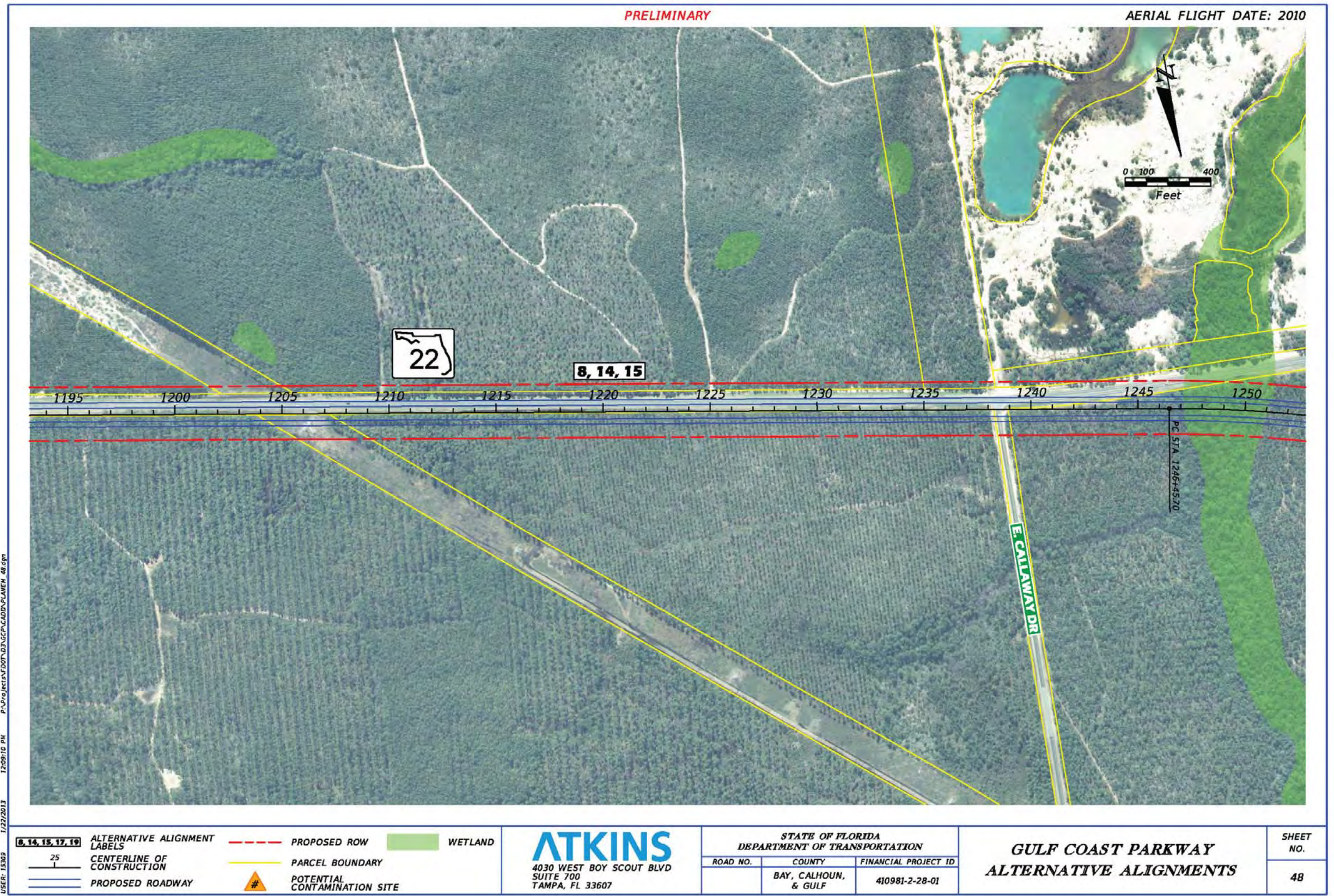
SHEET NO.
45



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				BAY, CALHOUN, & GULF	410981-2-28-01		

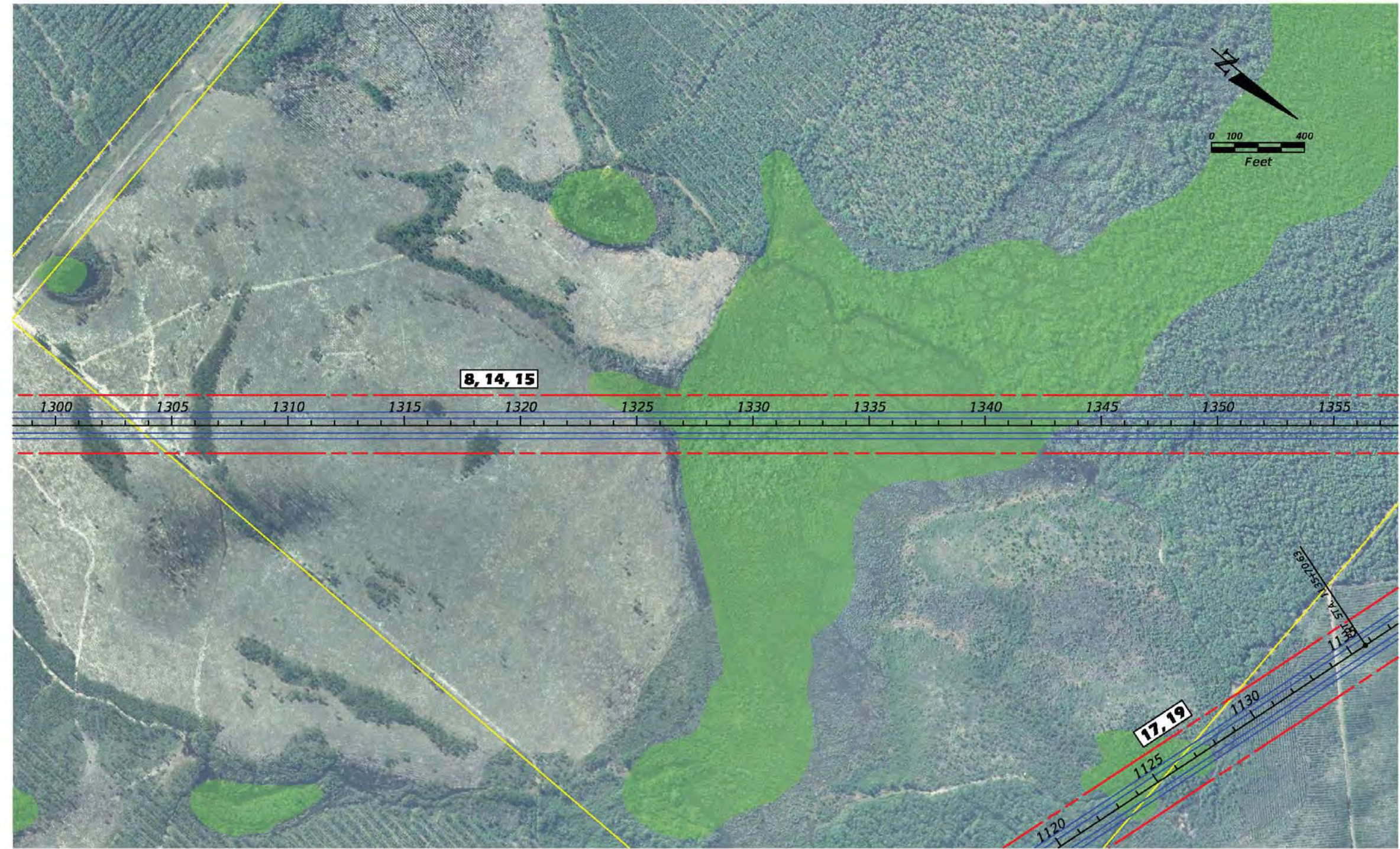


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			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		47
				BAY, CALHOUN, & GULF	4J0981-2-28-01		



PRELIMINARY

AERIAL FLIGHT DATE: 2010



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25		CENTERLINE OF CONSTRUCTION	PARCEL BOUNDARY	
		PROPOSED ROADWAY	POTENTIAL CONTAMINATION SITE	

ATKINS
4030 WEST BOY SCOUT BLVD
SUITE 700
TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	410981-2-28-01

**GULF COAST PARKWAY
ALTERNATIVE ALIGNMENTS**

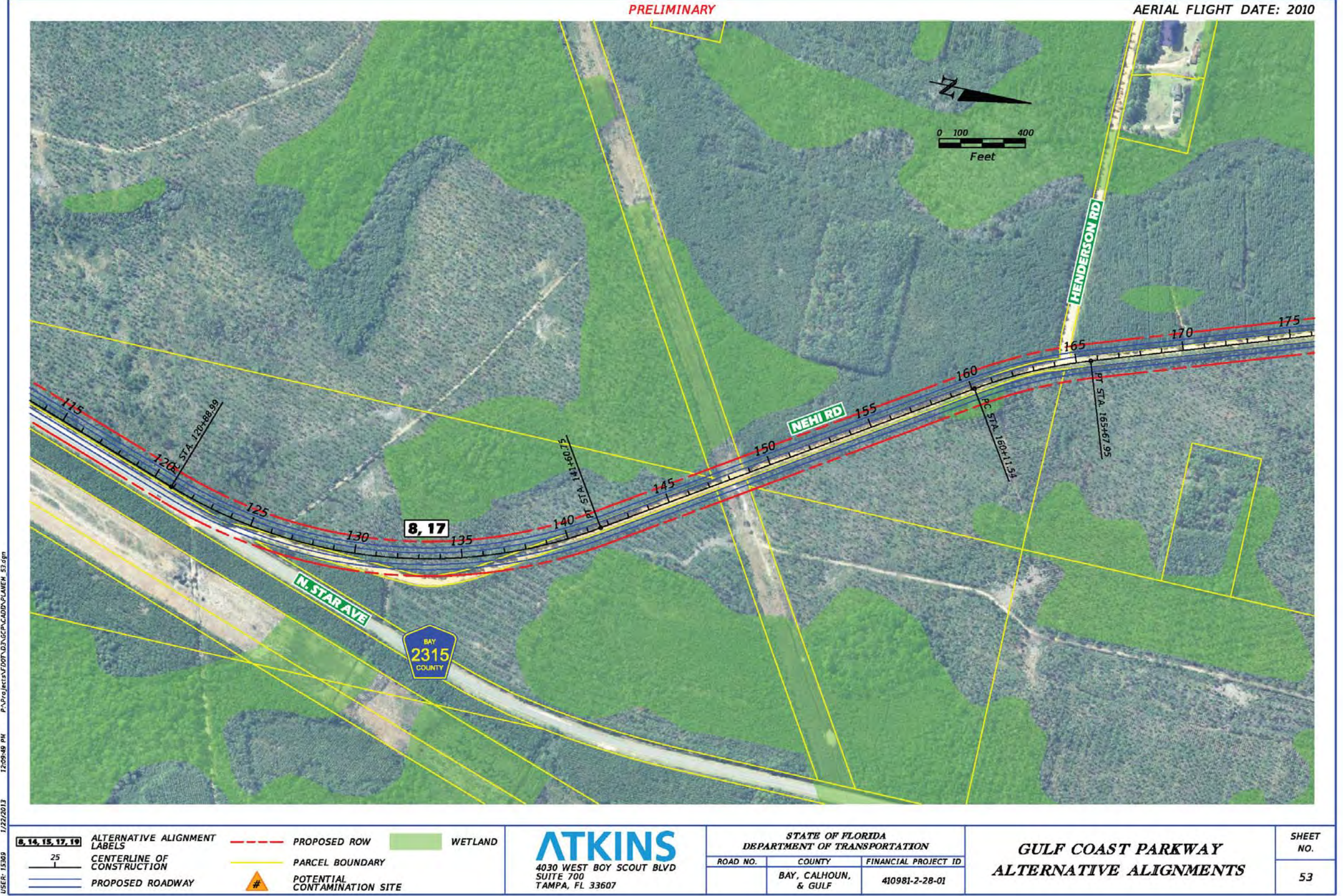
SHEET NO.
50

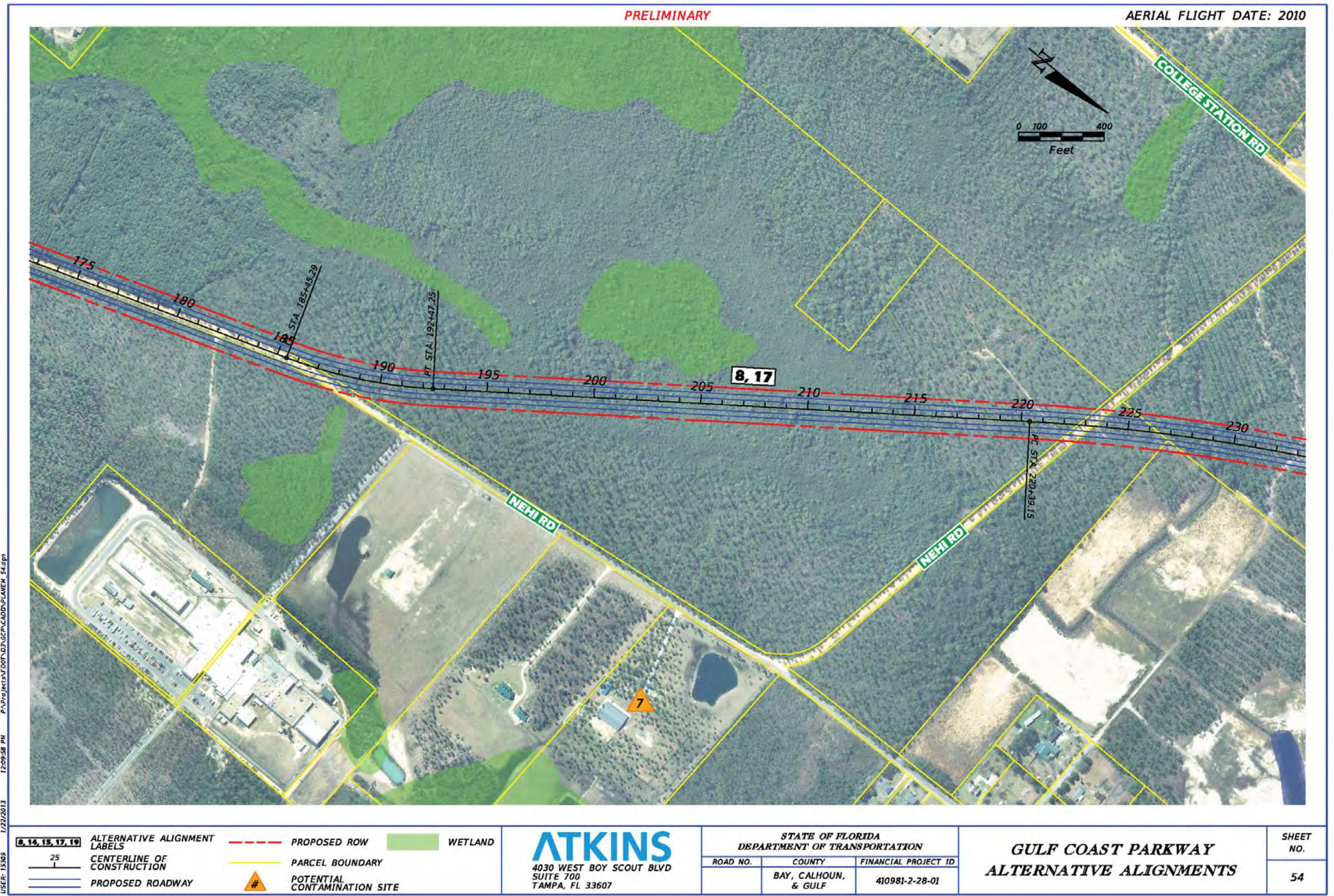


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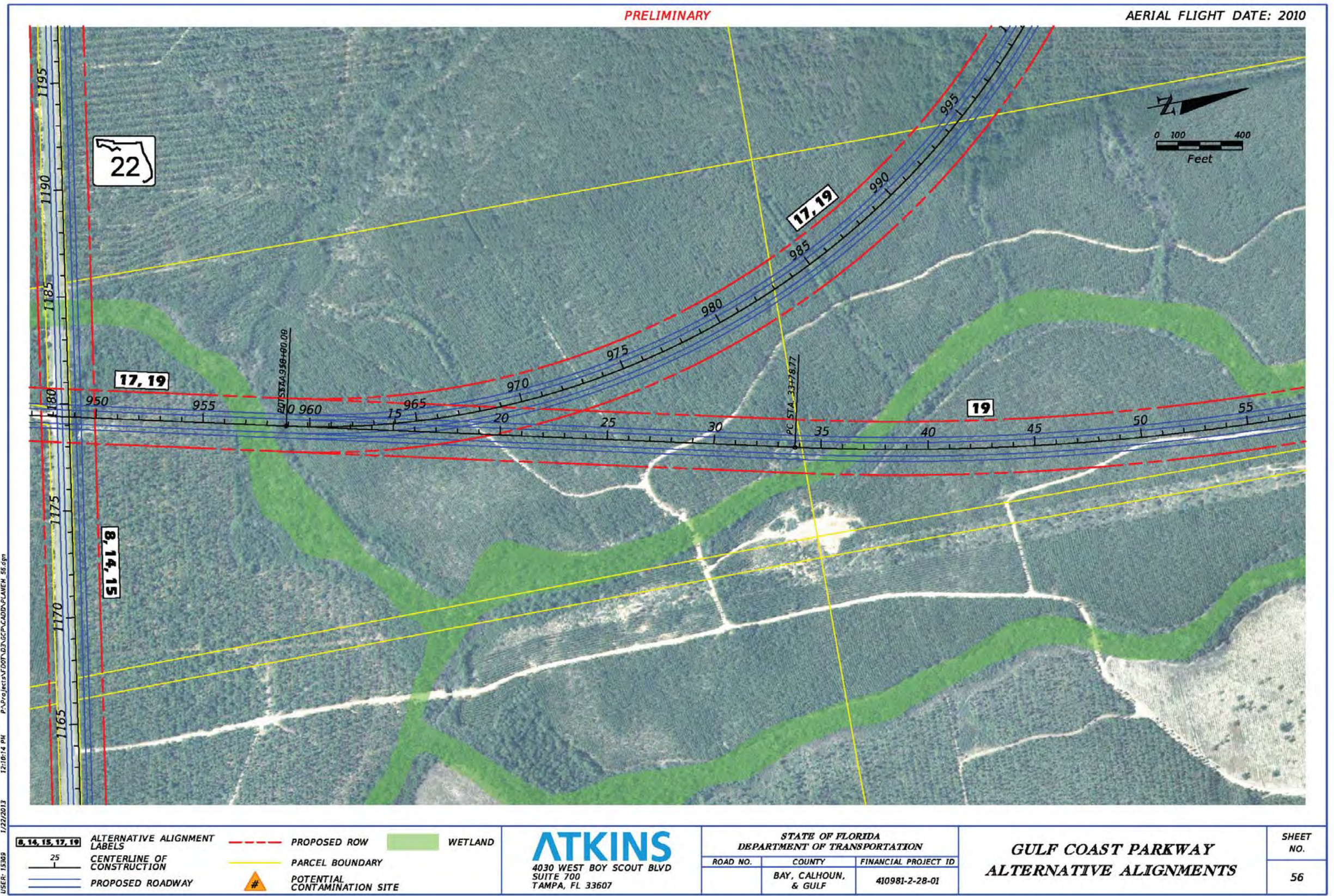
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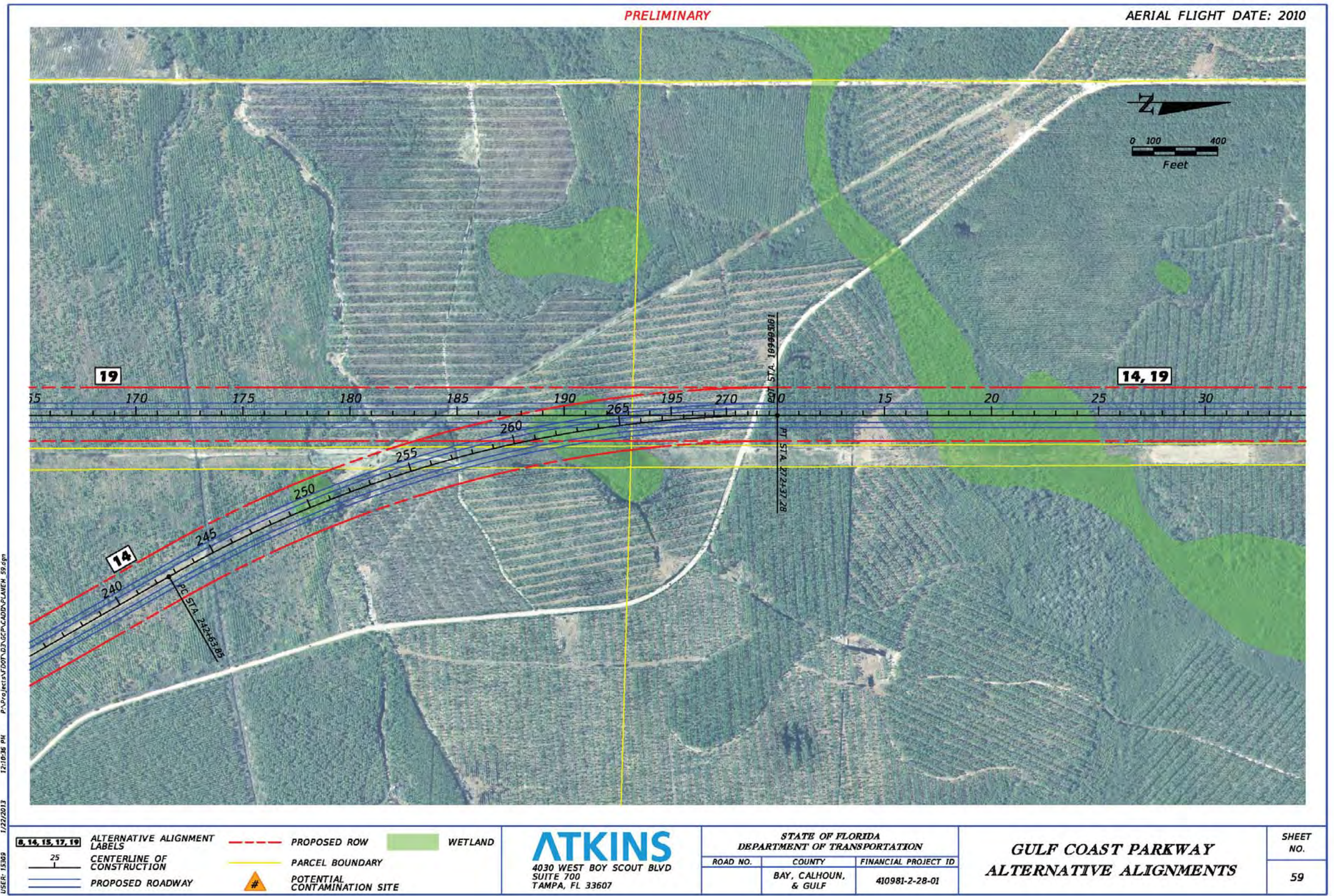


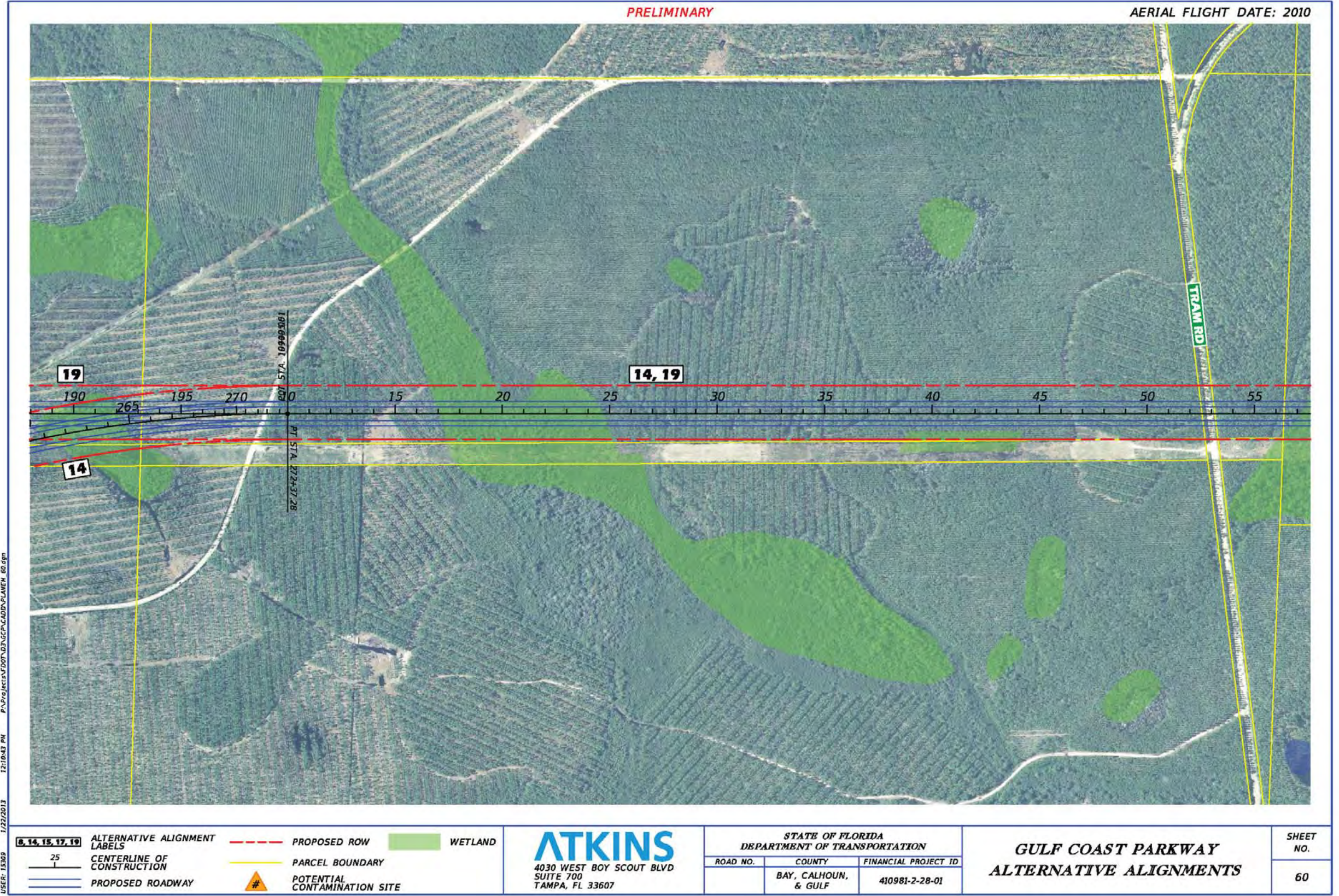
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		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		57



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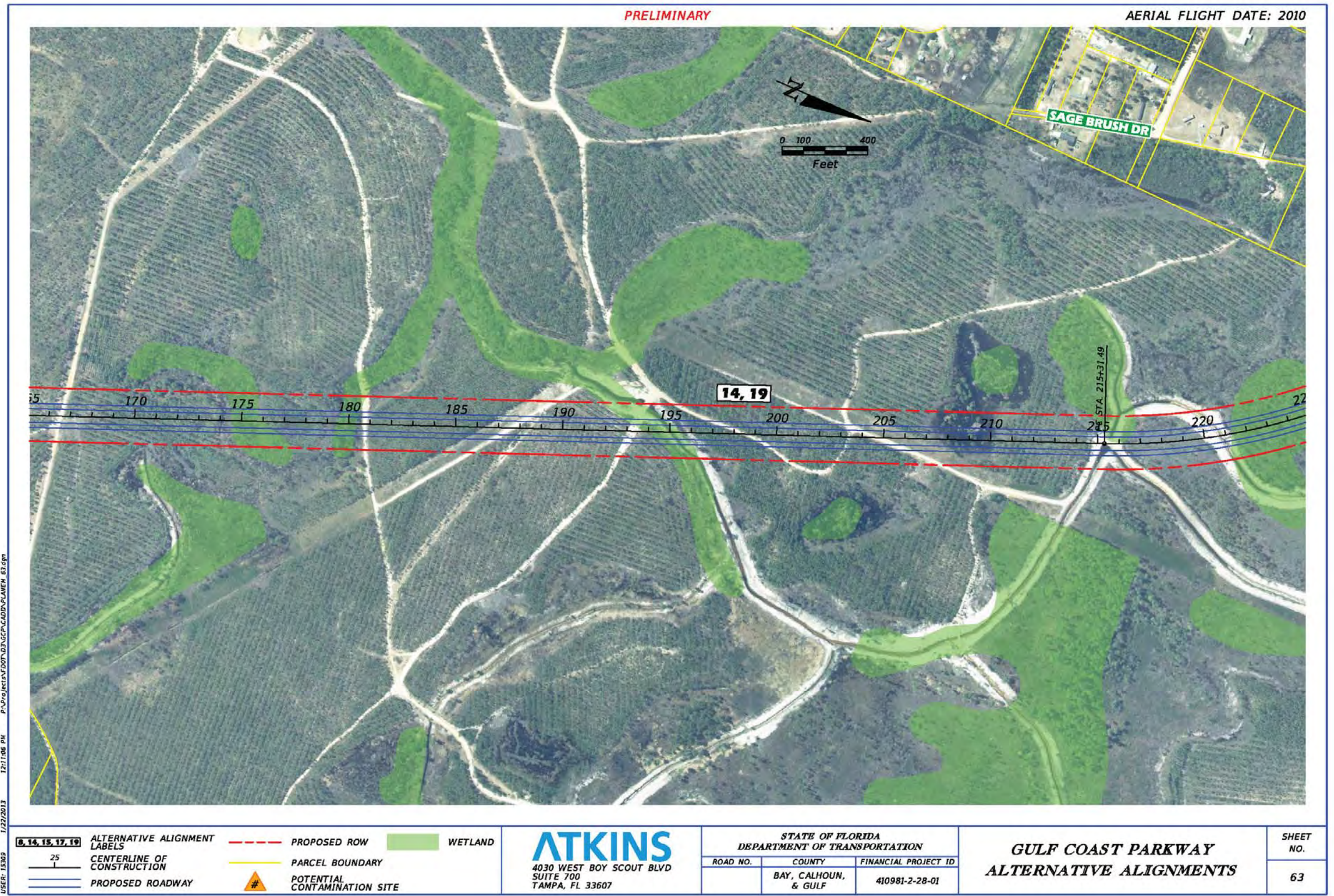


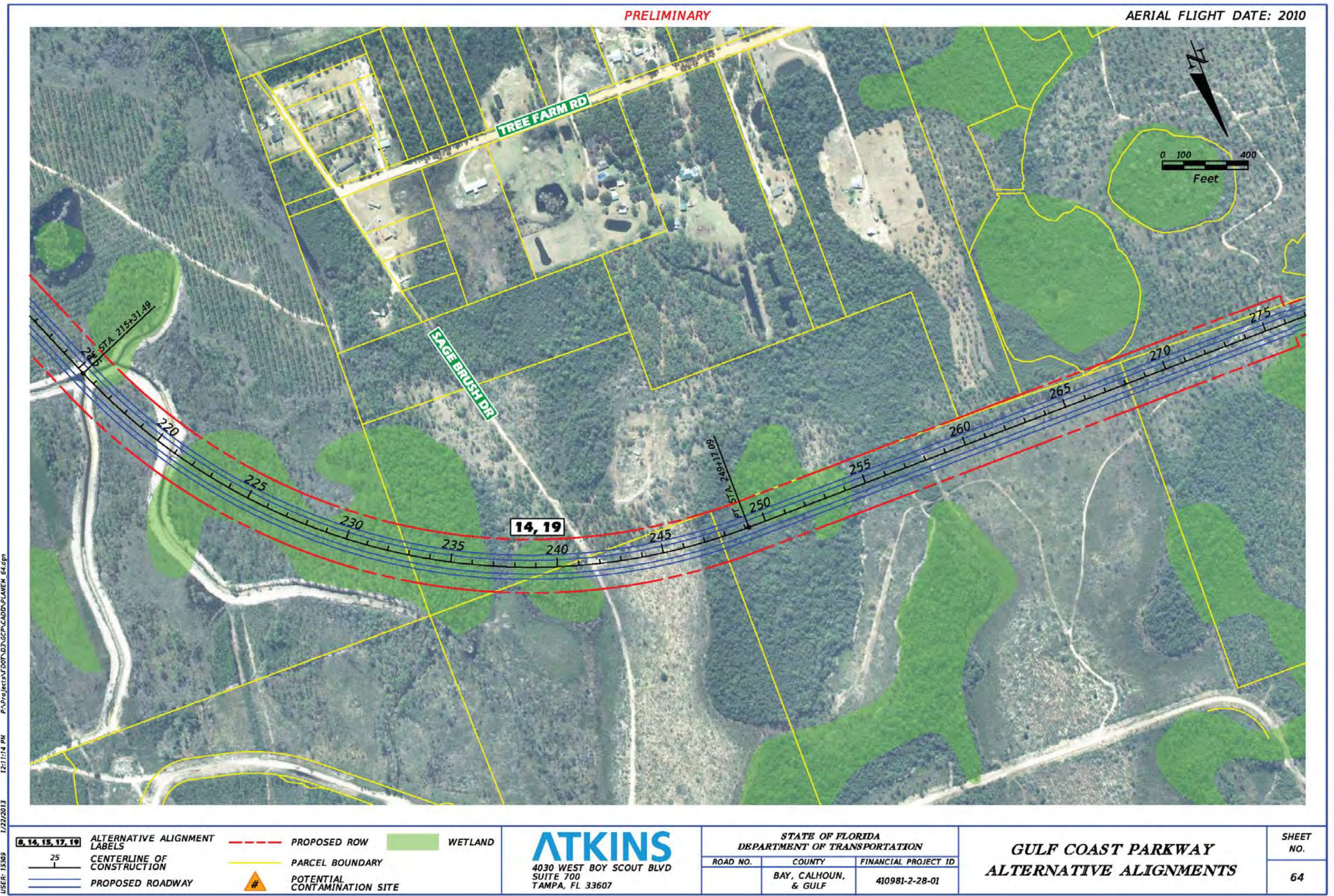


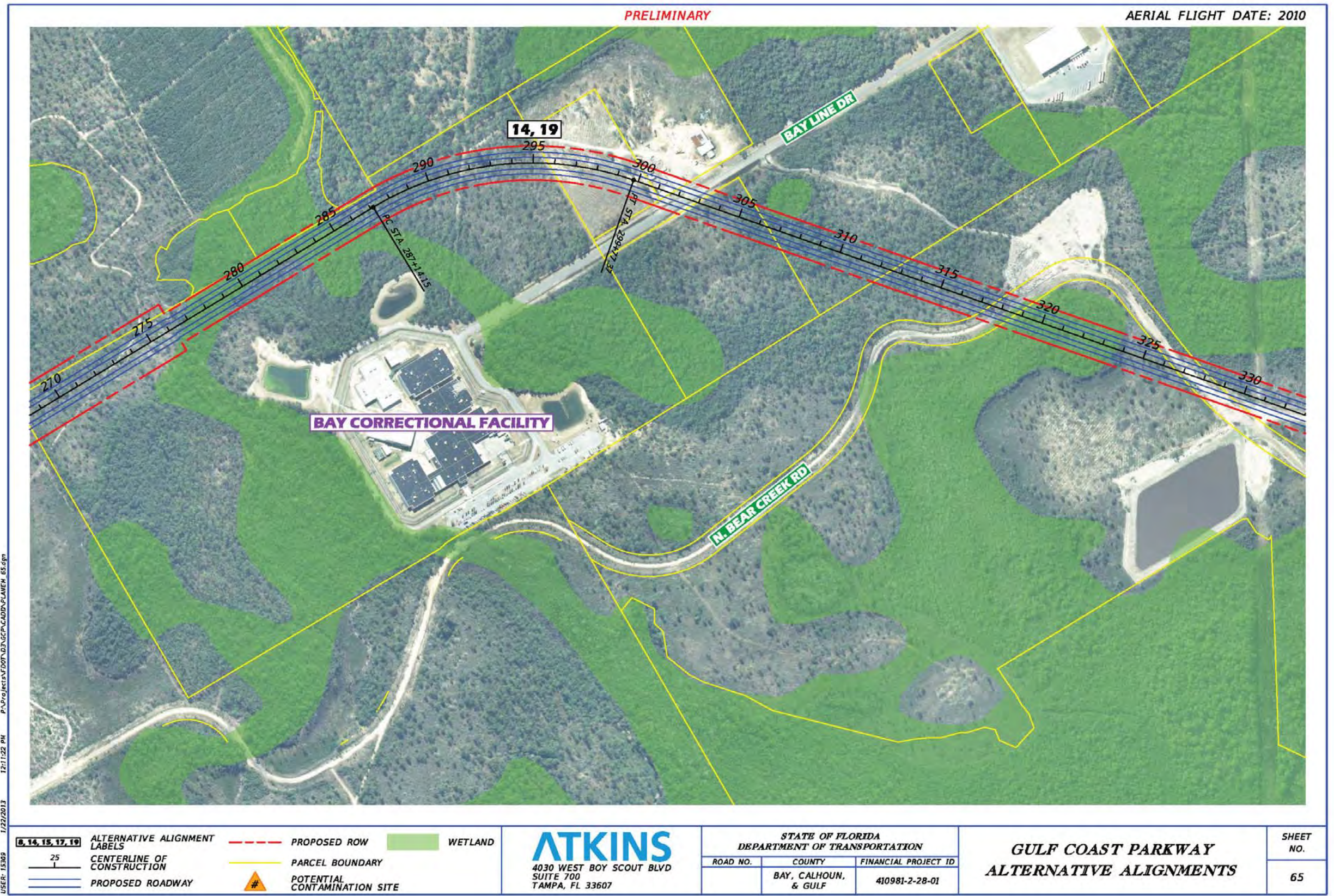
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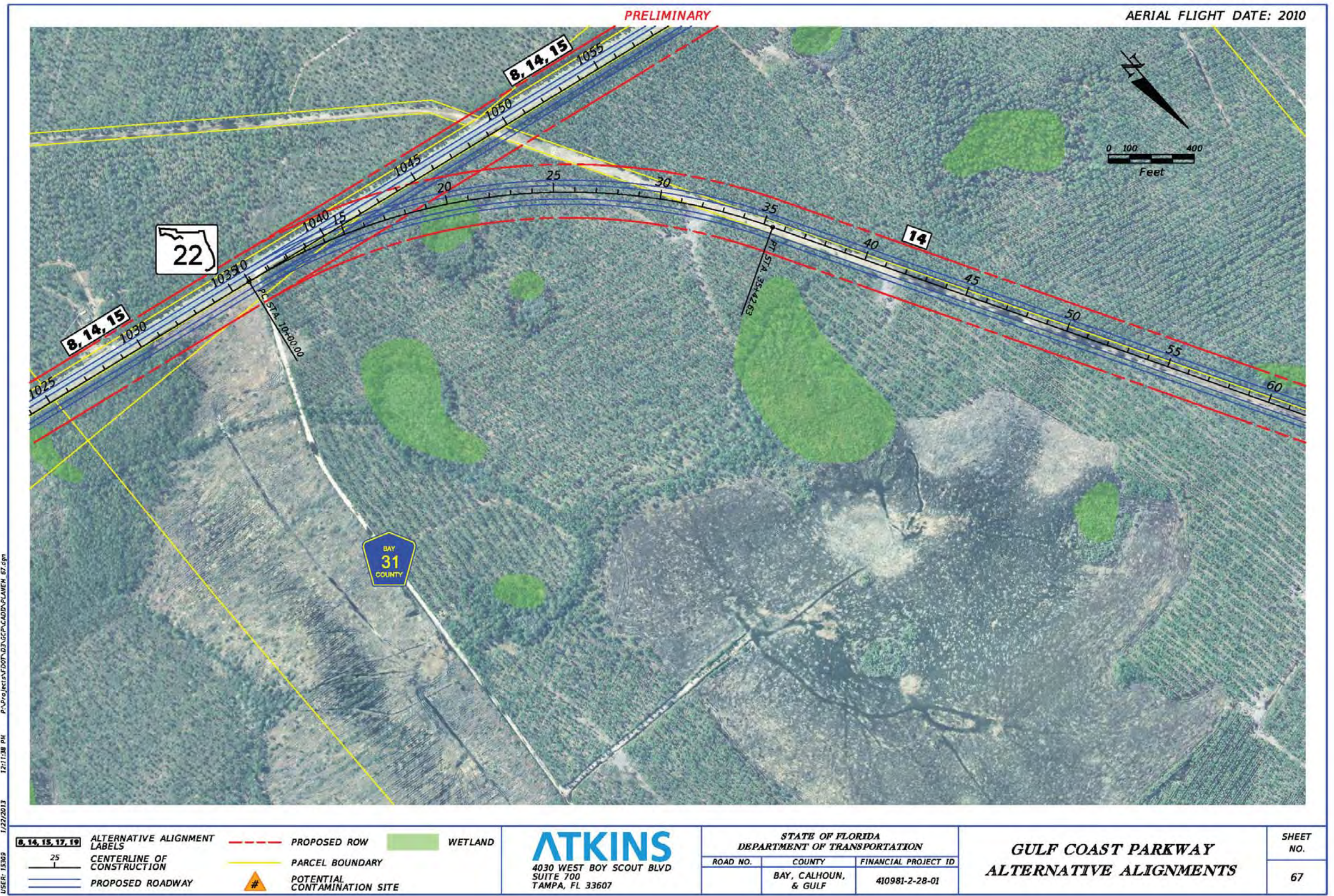
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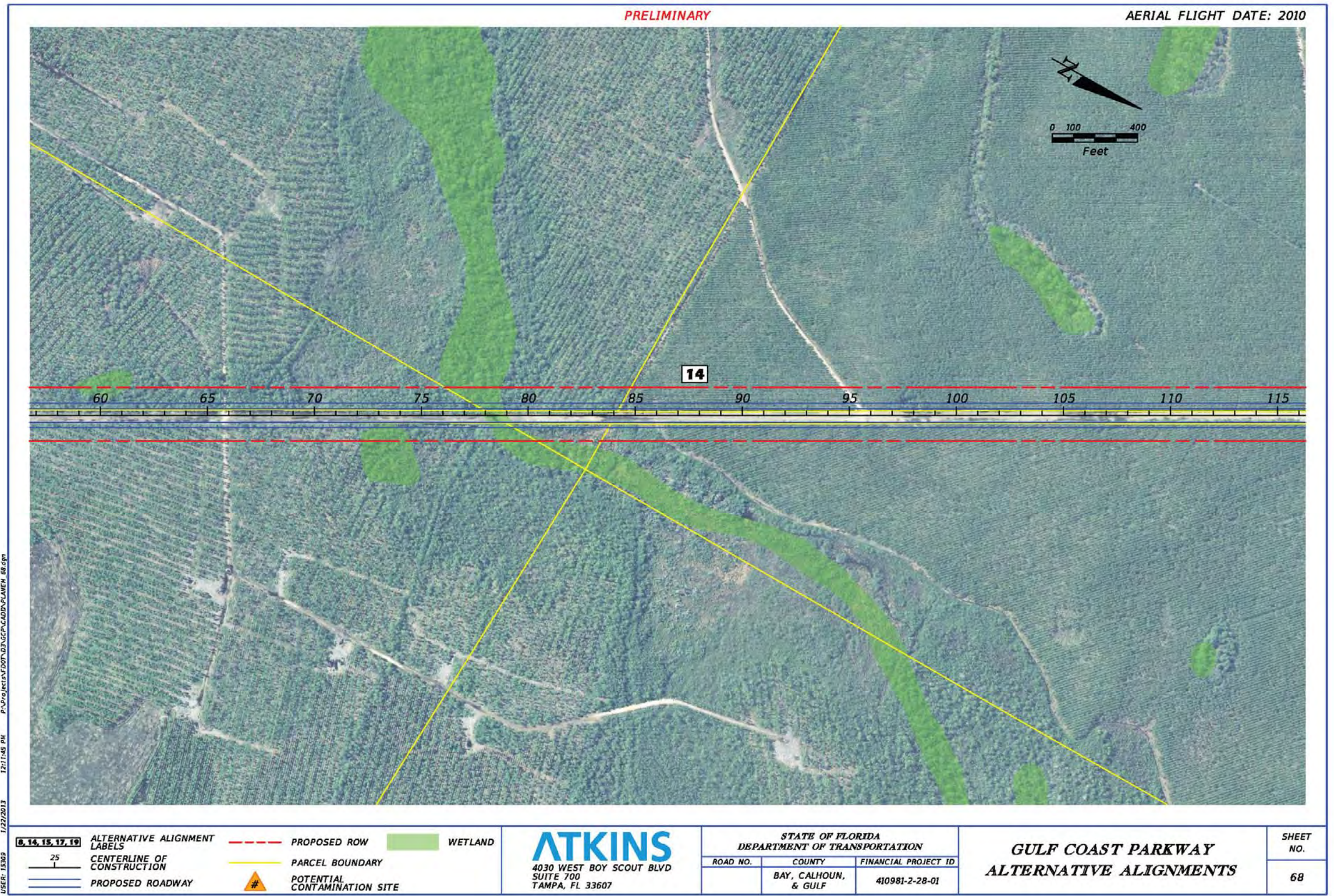


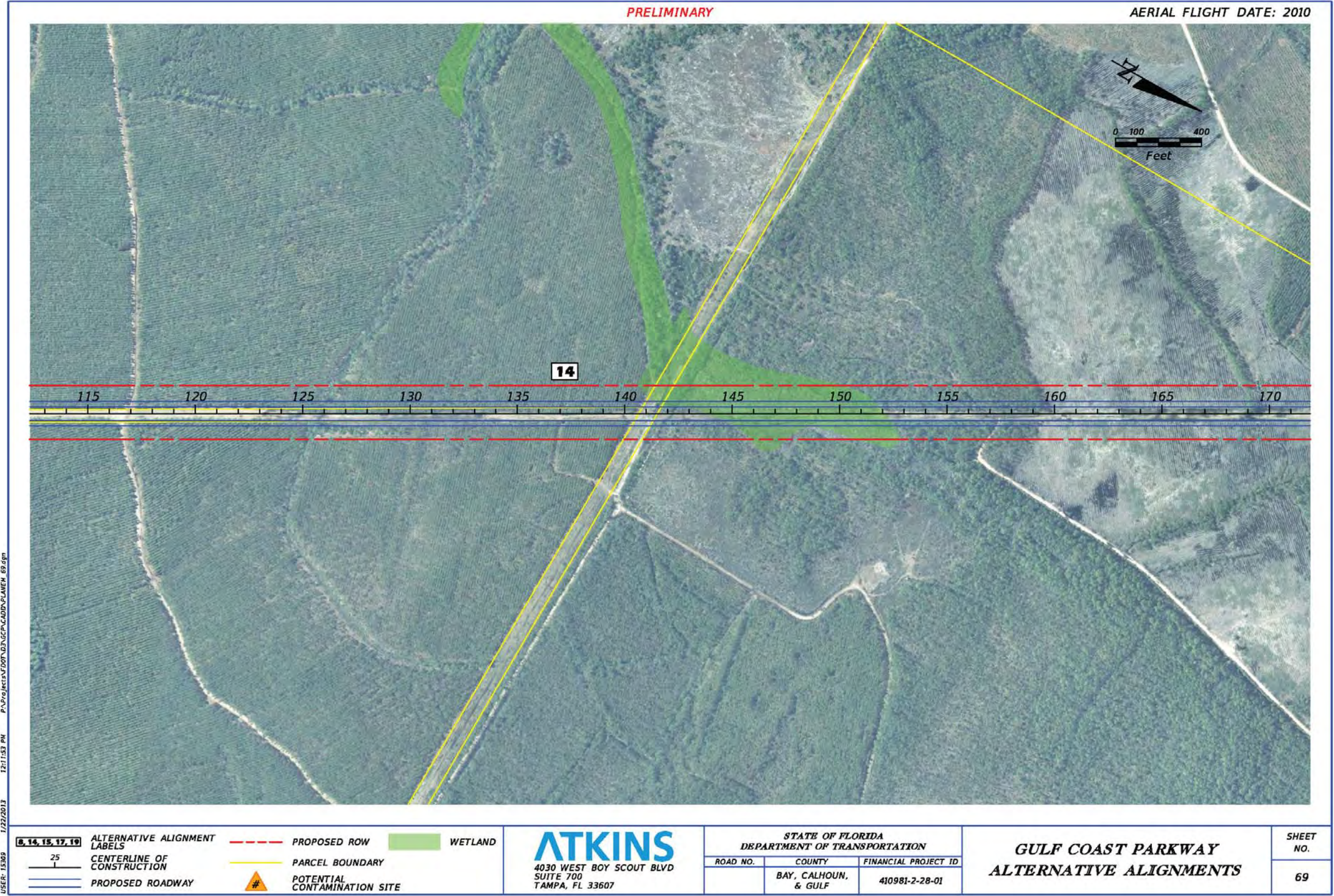


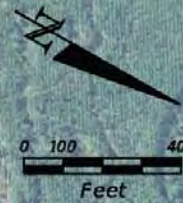






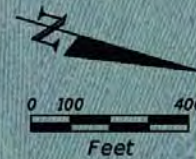






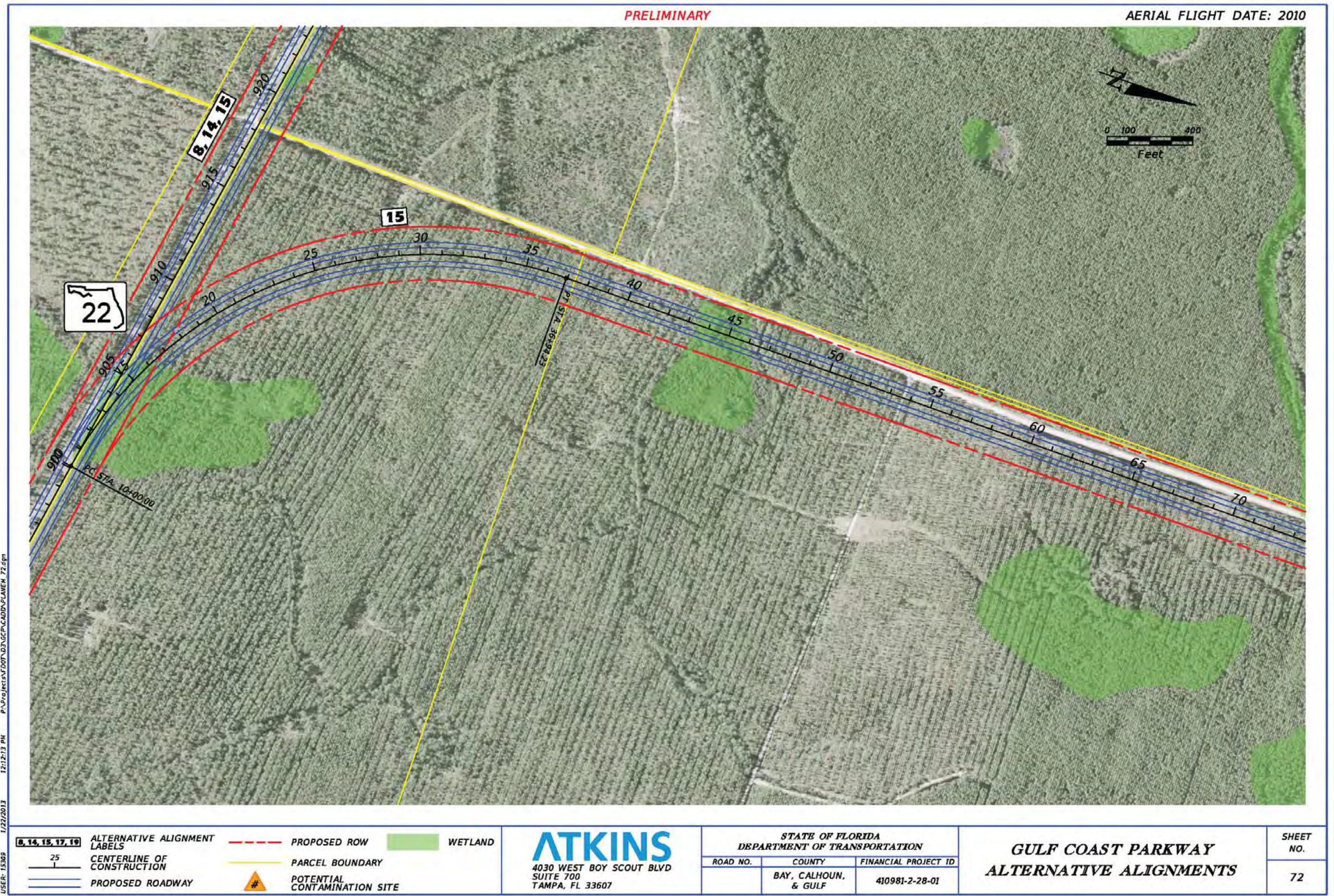
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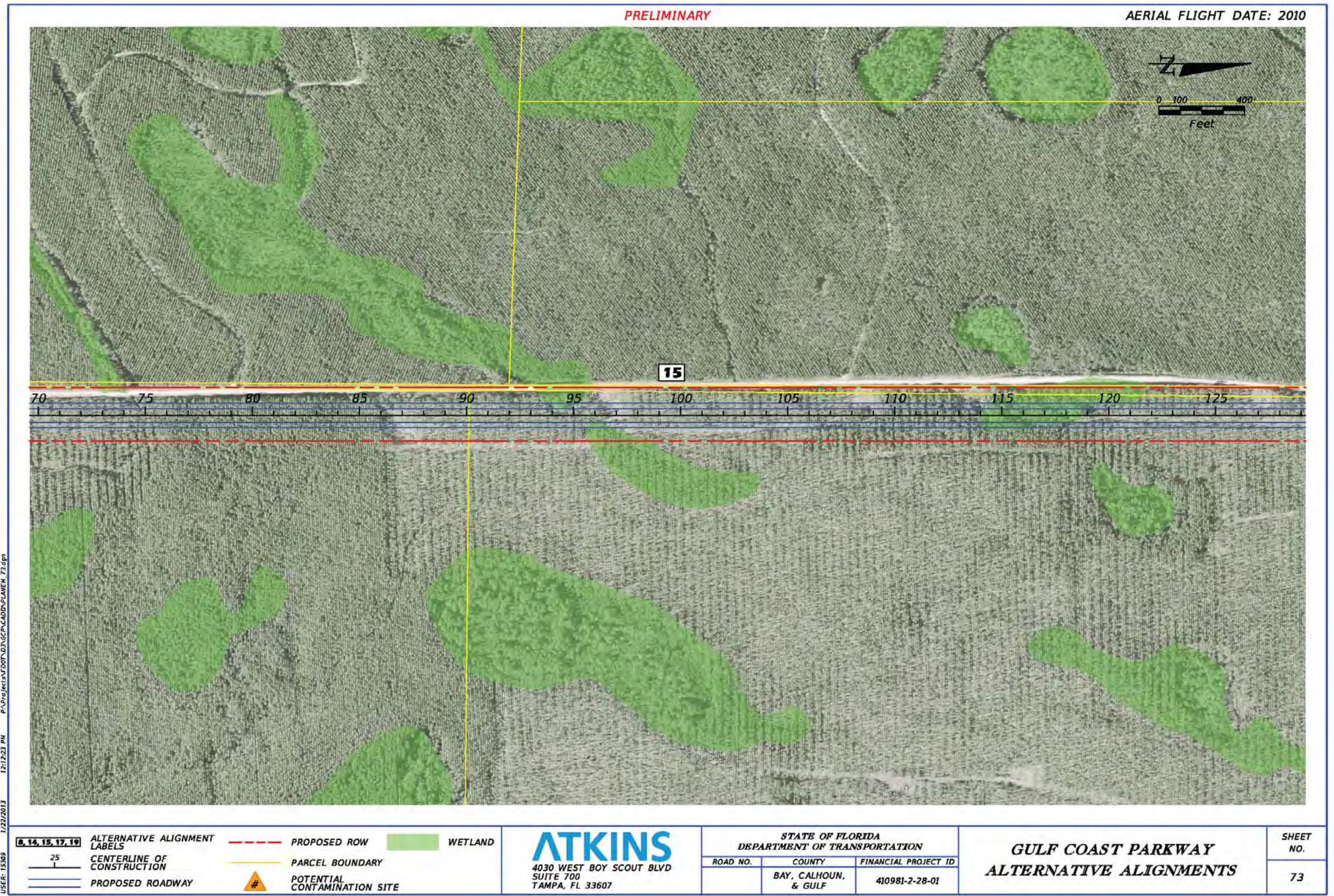
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID					
	BAY, CALHOUN, & GULF	410981-2-28-01					

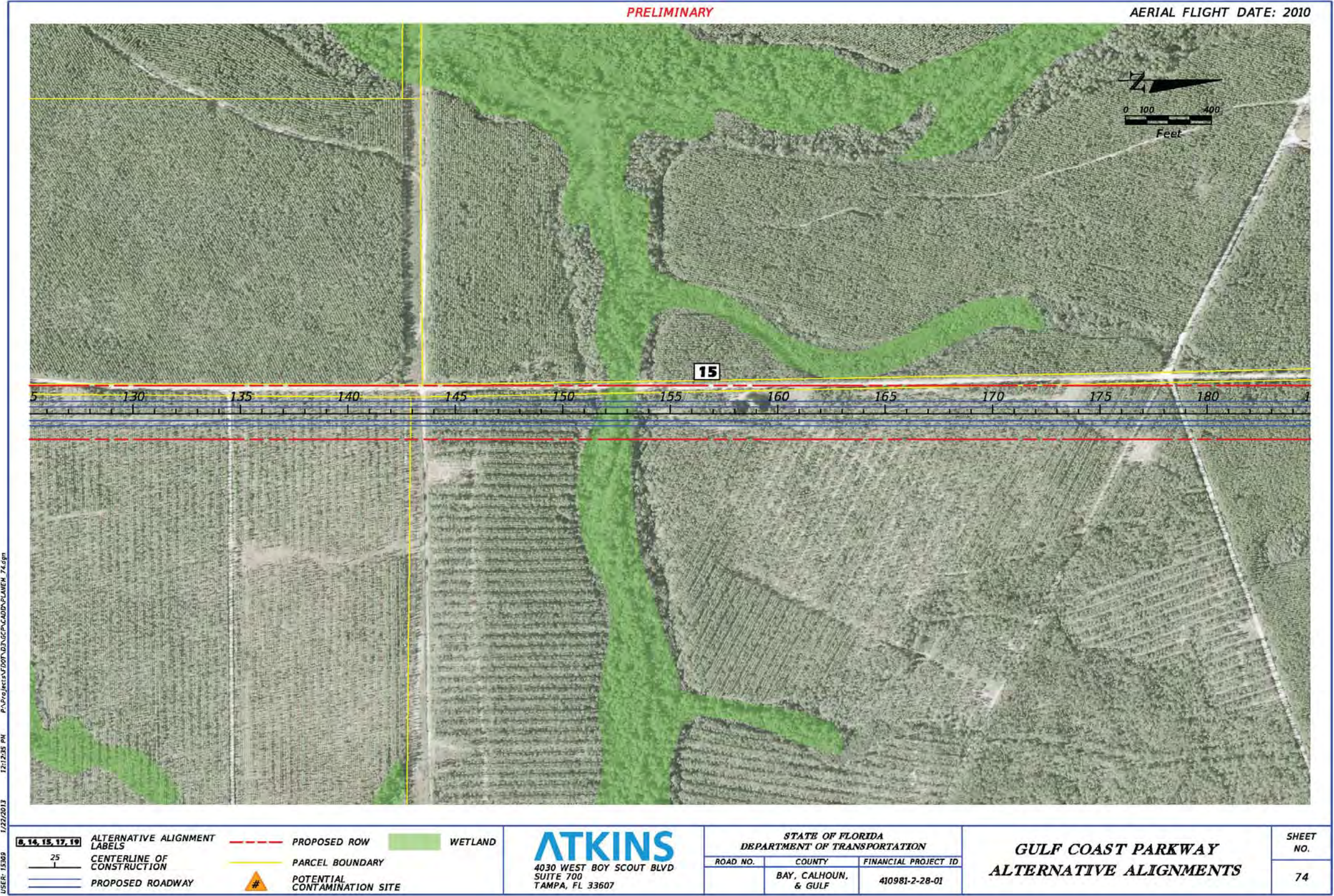


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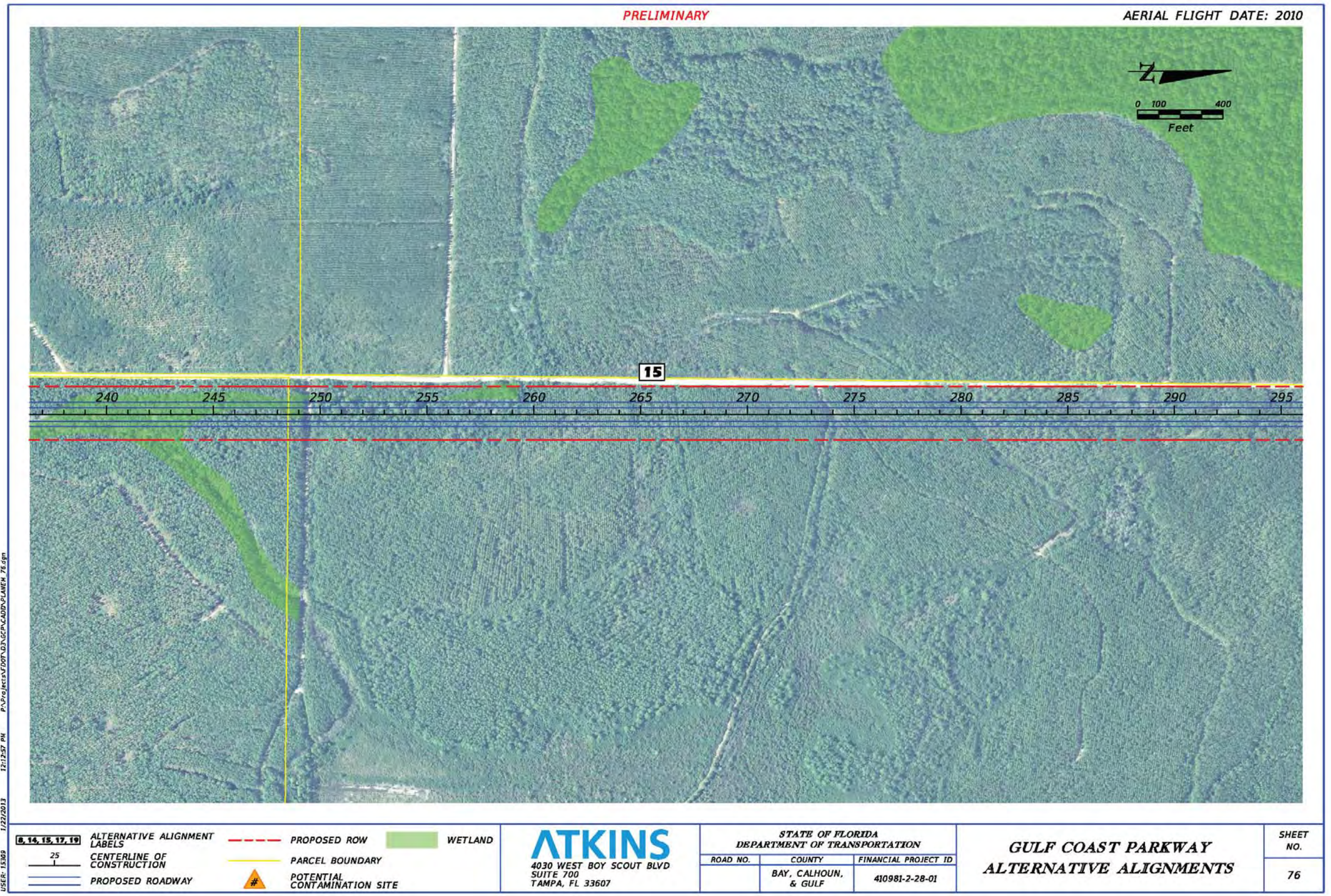


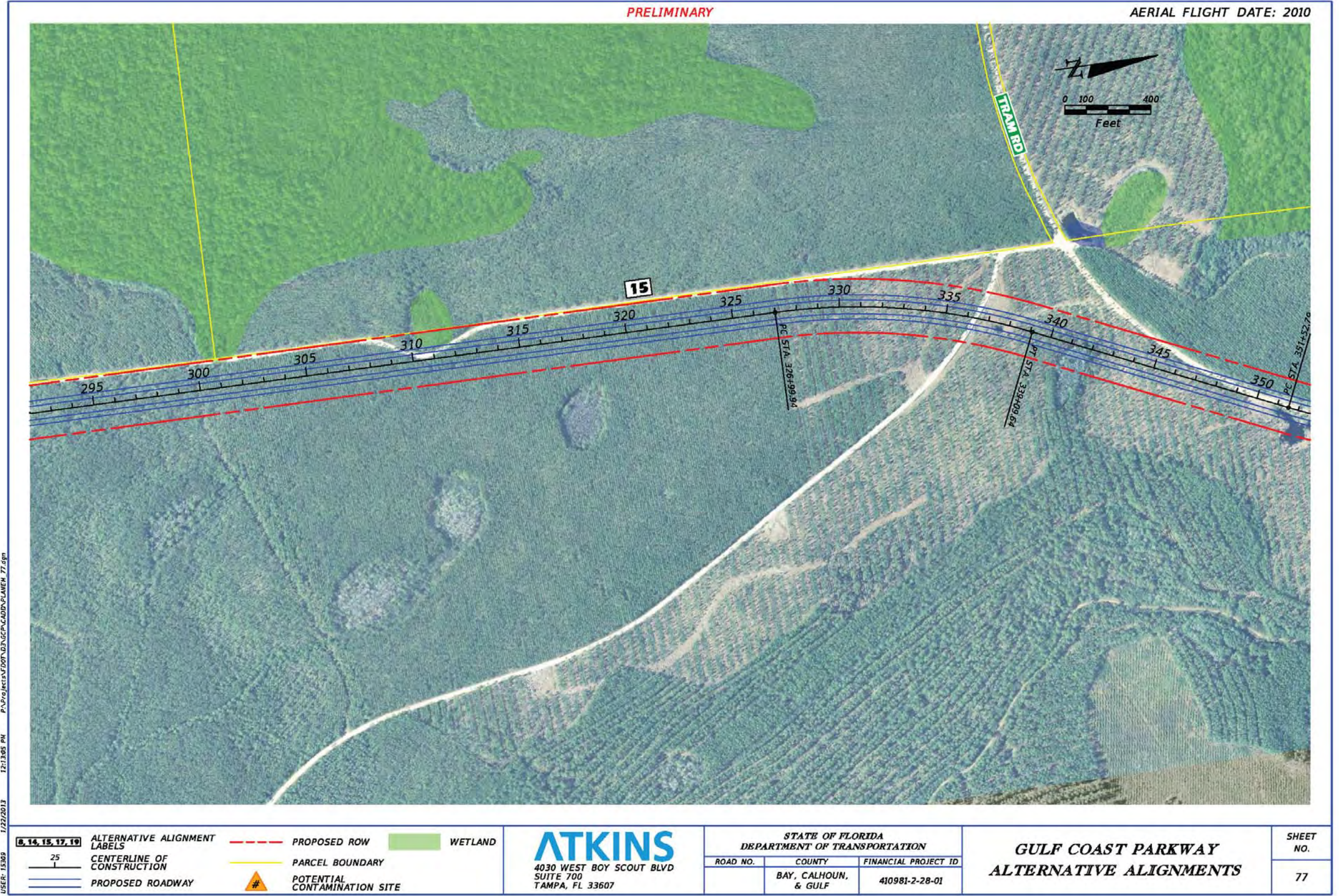
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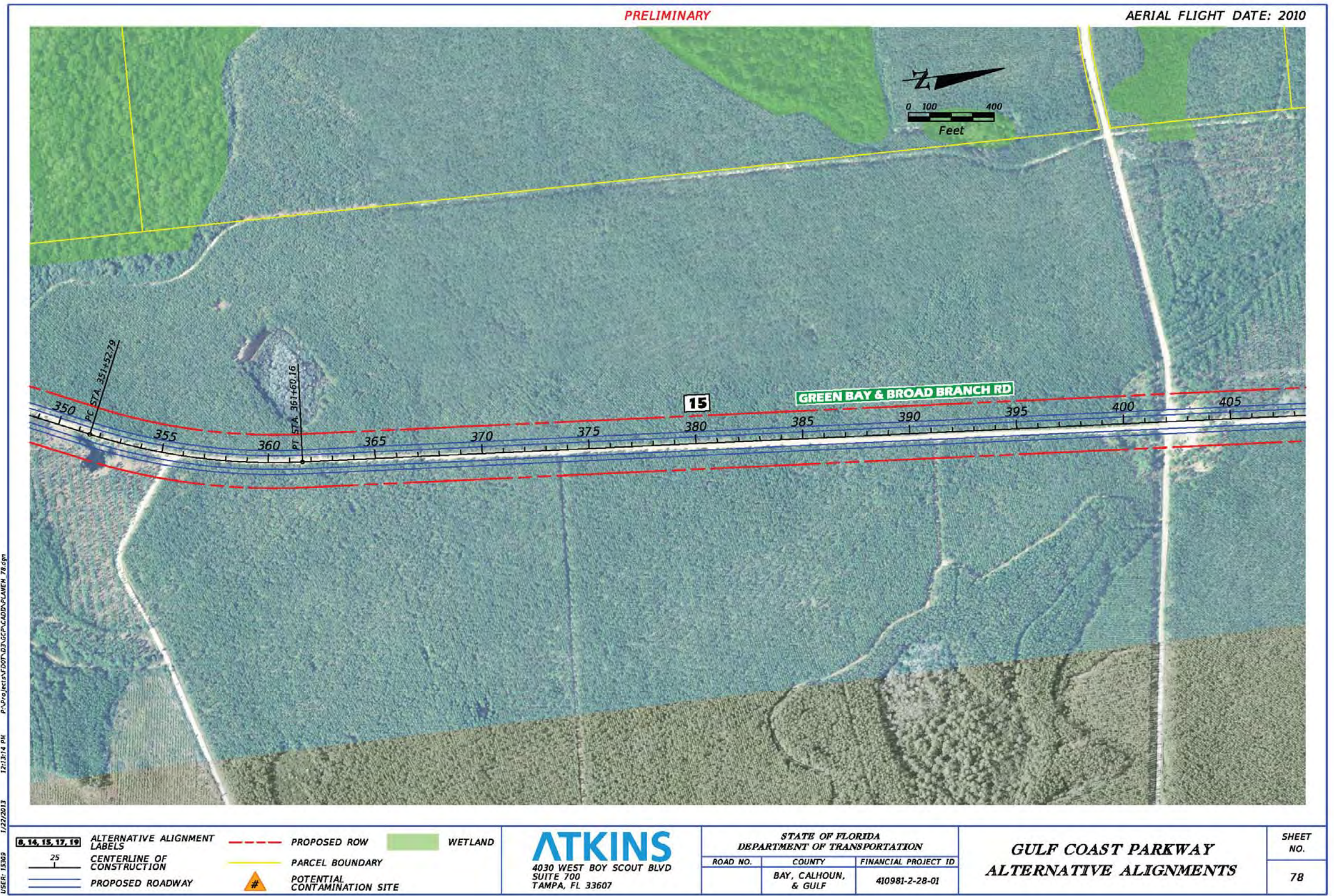


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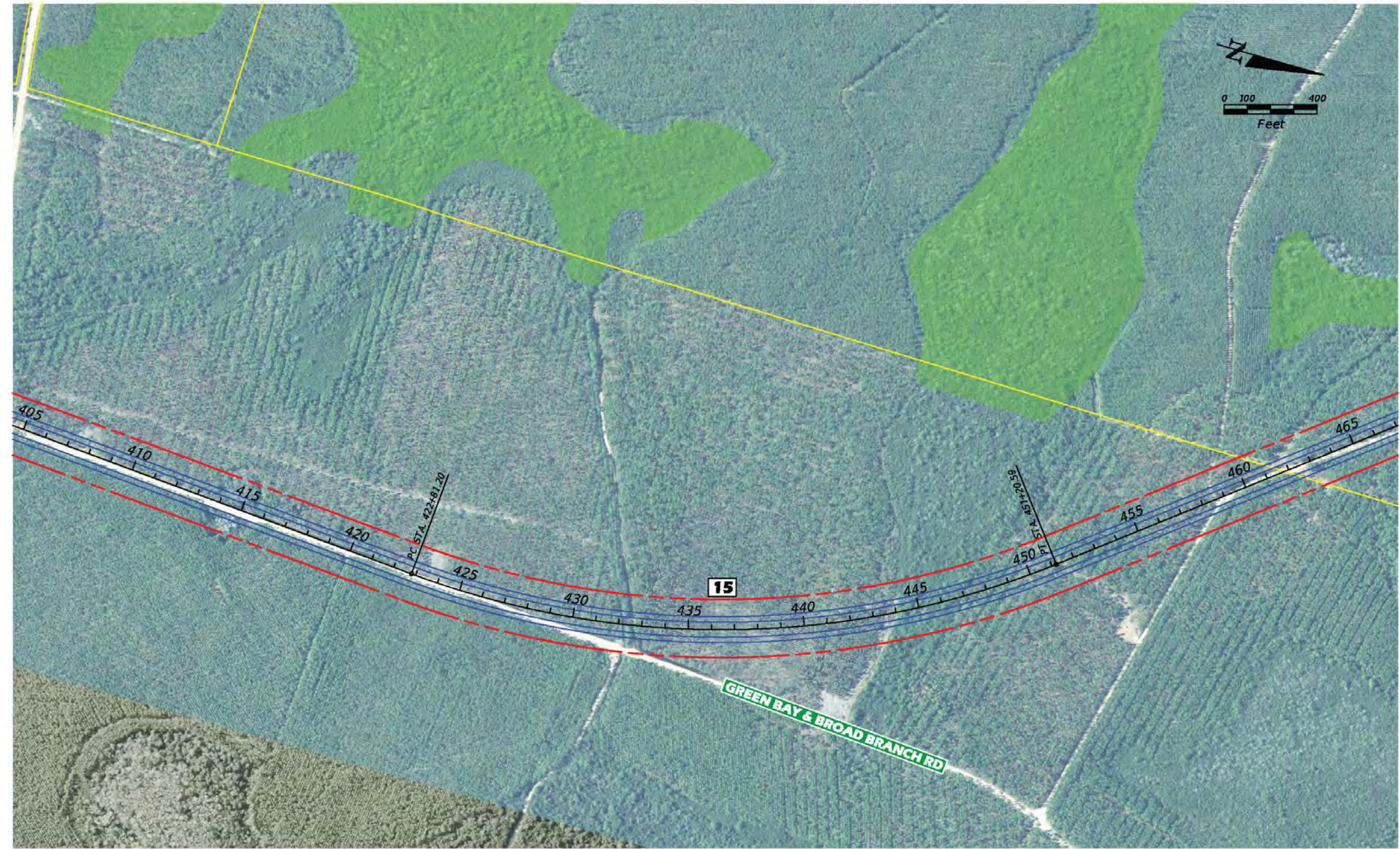






PRELIMINARY

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25	CENTERLINE OF CONSTRUCTION	---	PARCEL BOUNDARY	
---	PROPOSED ROADWAY	#	POTENTIAL CONTAMINATION SITE	

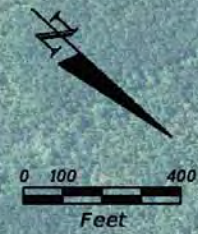
ATKINS
4030 WEST BOY SCOUT BLVD
SUITE 700
TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	410981-2-28-01

**GULF COAST PARKWAY
ALTERNATIVE ALIGNMENTS**

SHEET NO.
79

AERIAL FLIGHT DATE: 2010



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8, 14, 15, 17, 19

25

CENTERLINE OF CONSTRUCTION

PROPOSED ROADWAY

#

PROPOSED ROW

PARCEL BOUNDARY

POTENTIAL CONTAMINATION SITE

WETLAND

ATKINS

4030 WEST BOY SCOUT BLVD

SUITE 700

TAMPA, FL 33607

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BAY, CALHOUN, & GULF	4J0981-2-28-01

GULF COAST PARKWAY

ALTERNATIVE ALIGNMENTS

SHEET NO.

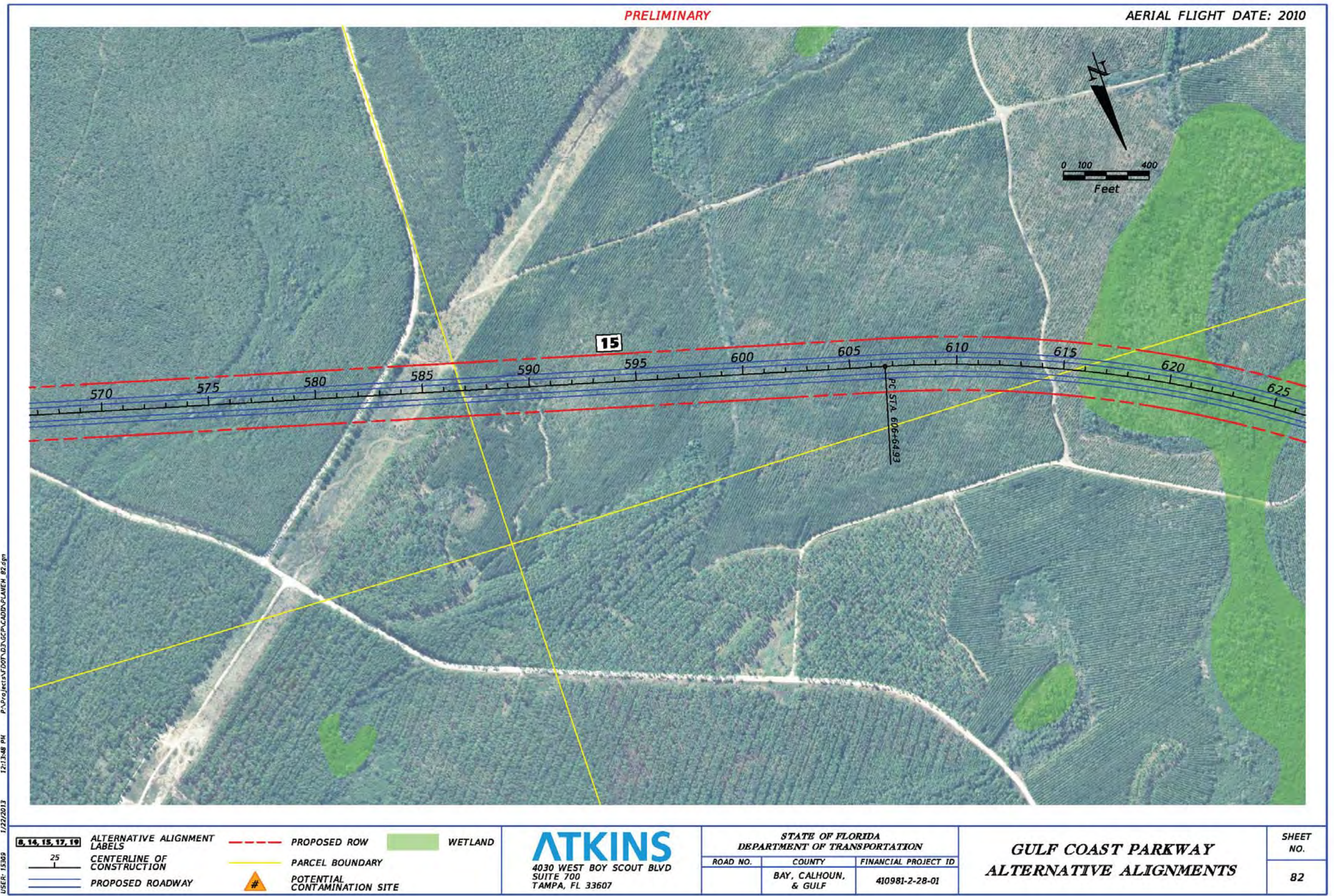
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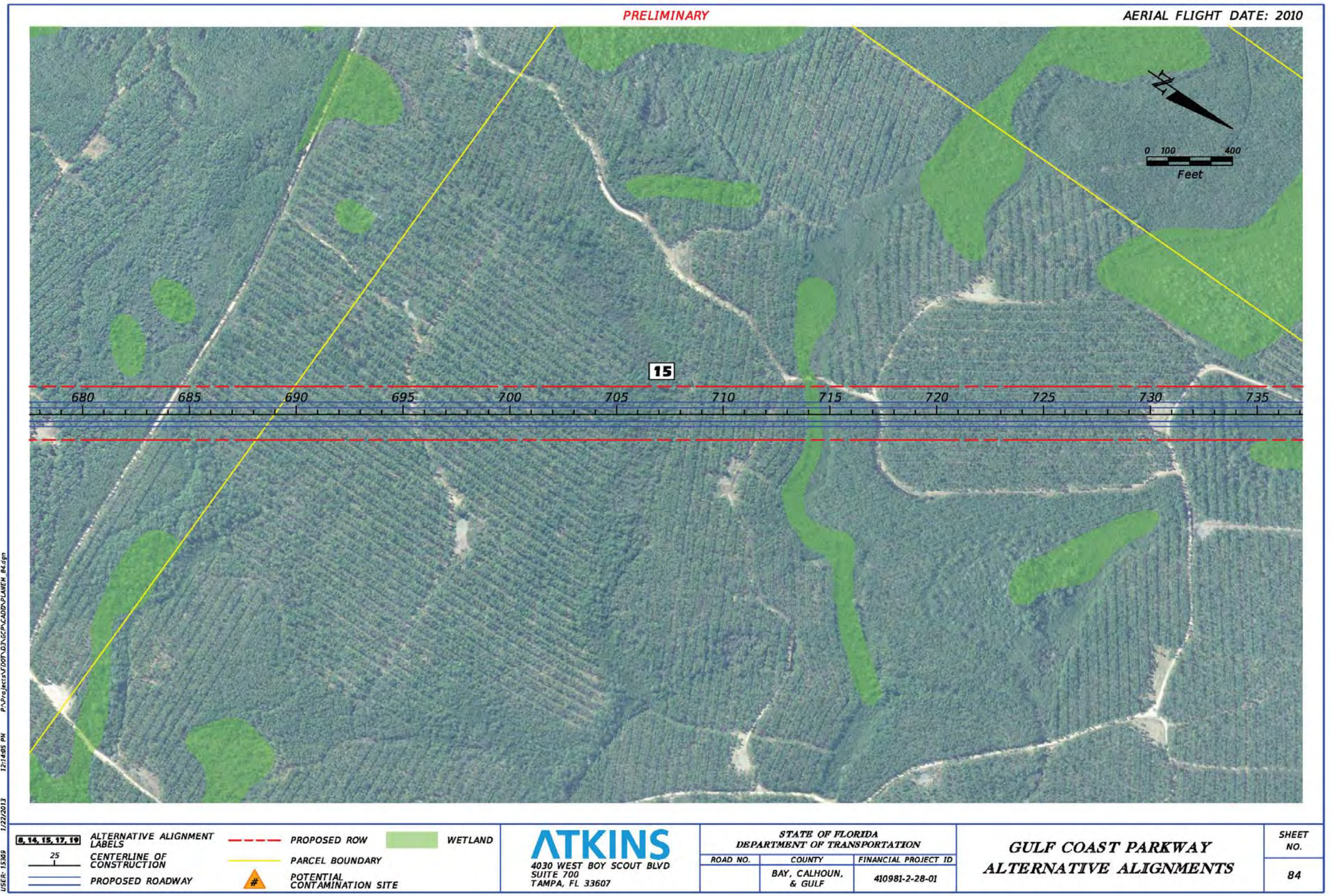
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		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		81





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Appendix I

Pond Sizing Calculations

Pond Area Relative to Area at Normal Water Surface

Assumes:

L/W Ratio 2:1

Formulae:

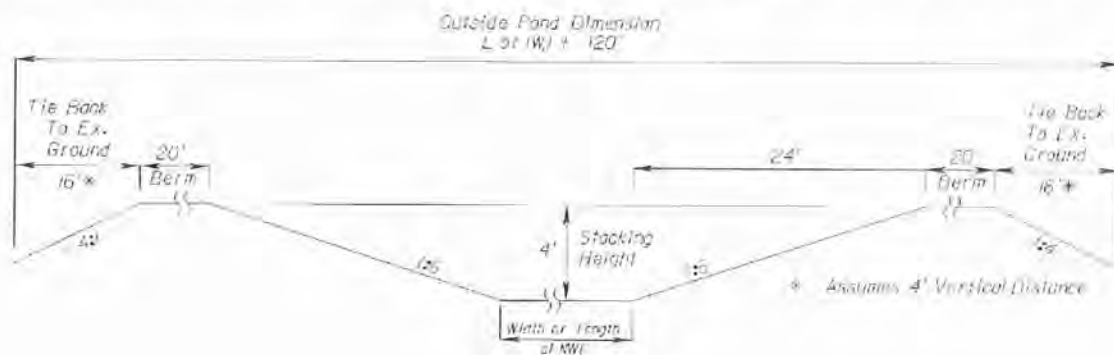
$$W_1 = (\text{Area}/2)^{0.5}$$

$$L_1 = 2 * W_1$$

$$W_2 = W_1 + 120'$$

$$L_2 = L_1 + 120'$$

Assumed NWL				Total Pond Dimension			
Area (ac)	Area (sf)	W ₁	L ₁	W ₂	L ₂	Pond Area (sf)	Pond Area (ac)
0.75	32670	128	256	248	376	93081	2.14
1.25	54450	165	330	285	450	128250	2.94
2.00	87120	209	417	329	537	176656	4.06
3.00	130680	256	511	376	631	237102	5.44
4.00	174240	295	590	415	710	294898	6.77
5.00	217800	330	660	450	780	351000	8.06
6.00	261360	361	723	481	843	405899	9.32
6.75	294030	383	767	503	887	446463	10.25



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Appendix J
Construction and Right-of-Way Costs
supporting documents

**Gulf Coast Parkway
Alternative Corridors
Roadway and Structure Cost Estimate For Initial 2-Lane Roadway**

Alternative	Length (MI.)	Roadway Cost (\$mil)	Low Level Bridge Cost (\$mil)	High Level Bridge Cost (\$mil)	Bridge Culverts Cost (\$mil)	Intersection Cost (\$mil)	R/W Cost (\$mil)	Total Cost (\$mil)
8	34.74	\$130.51	\$36.98	\$34.76	\$0.84	\$37.39	\$83.90	\$324.39
14	40.48	\$150.42	\$45.17	\$34.76	\$1.25	\$24.04	\$101.00	\$356.64
15	45.02	\$168.80	\$56.29	\$34.76	\$1.09	\$24.04	\$103.16	\$388.14
17	30.21	\$119.07	\$12.77	\$68.08	\$0.41	\$37.39	\$88.96	\$326.69
19	35.61	\$139.65	\$16.69	\$68.08	\$0.63	\$24.04	\$108.03	\$357.11

**Gulf Coast Parkway
Environmental Screening Tool (EST) Alternative Corridors
Roadway and Structure Cost Estimate - Initial 2-Lane Roadway**

Segment	Nodes	Alternative	Total Length (FT)	Total Length (MI.)	Low Level Bridge Length (FT)	High Level Bridge Length (FT)	Number of Low Level Bridge	Roadway Length (MI.)	Urban Roadway Length (MI.)	Rural Roadway Length (MI.)	Cost Components					2-Lane	4-Lane
											Urban Roadway Cost (\$mill)	Rural Roadway Cost (\$mill)	Low Level Bridge Cost (\$mill)	High Level Bridge Cost (\$mill)	Bridge Culverts Cost (\$mill)	Total Cost (\$mill)	Total Cost (\$mill)
Segment 1 - From US 98 in Mexico Beach to the PT of Alternative 14/15	A to B	8, 14, and 15	24292	4.60	200	0	3	3.99	0.00	3.99	\$0.00	\$17.54	\$1.97	\$0.00	\$0.07	\$19.58	\$35.72
Segment 2 - From US 98 in Mexico Beach to the PC of Alternative 17	A to F	17, 19	94563	17.91	1610	9100	5	14.93	0.00	14.93	\$0.00	\$65.58	\$11.19	\$68.08	\$0.00	\$144.86	\$277.07
Segment 3 - On alternative 8, from the end of segment 1 to node C1	B to C1	8	28096	5.32	1260	6690	3	3.25	0.00	3.25	\$0.00	\$14.26	\$8.54	\$34.76	\$0.29	\$57.85	\$112.66
Segment 4 - On alternative 14/15, from the end of segment 1 to node	B to C2	14, 15	30025	5.69	420	13330	3	2.51	0.00	2.51	\$0.00	\$11.04	\$3.33	\$54.32	\$0.07	\$68.77	\$135.33
Segment 5 - From node C2 to C3	C2 to C3	14, 15	8019	1.52	355	0	1	1.26	0.00	1.26	\$0.00	\$5.54	\$2.44	\$0.00	\$0.00	\$7.99	\$14.90
Segment 6 - From node C1 to C3 (option for alt. 8 to turn to alt. 14/15)	C1 to C3	8	6666	1.26	640	0	1	0.95	0.00	0.95	\$0.00	\$4.18	\$4.21	\$0.00	\$0.00	\$8.39	\$15.97
Segment 7 - From node C2 to C4 (option for alt. 14/15 to turn to alt. 8)	C2 to C4	14, 15	6643	1.26	450	0	1	0.98	0.00	0.98	\$0.00	\$4.32	\$3.03	\$0.00	\$0.00	\$7.35	\$13.87
Segment 8 - From node C1 to C4	C1 to C4	8	5553	1.05	1250	0	1	0.63	0.00	0.63	\$0.00	\$2.75	\$7.99	\$0.00	\$0.00	\$10.73	\$20.94
Segment 9 - From node C3 to D1, where alt. 14 and 15 split	C3 to D1	14, 15	24509	4.64	910	0	3	3.90	0.00	3.90	\$0.00	\$17.13	\$6.37	\$0.00	\$0.08	\$23.58	\$43.78
Segment 10 - From node C4 to D2	C4 to D2	8	32916	6.23	1790	0	4	5.14	0.00	5.14	\$0.00	\$22.56	\$12.06	\$0.00	\$0.00	\$34.62	\$64.90
Segment 11 - From node D1 to E	D1 to E	14	13662	2.59	230	0	1	2.35	0.00	2.35	\$0.00	\$10.34	\$1.67	\$0.00	\$0.05	\$12.06	\$22.08
Segment 12 - From node D2 to D3 (option for alt. 8 to turn to alt. 15)	D2 to D3	8	2694	0.51	0	0	0	0.51	0.00	0.51	\$0.00	\$2.24	\$0.00	\$0.00	\$0.00	\$2.24	\$4.05
Segment 13 - From node D1 to D3	D1 to D3	15	4172	0.79	0	0	0	0.79	0.00	0.79	\$0.00	\$3.47	\$0.00	\$0.00	\$0.00	\$3.47	\$6.27
Segment 14 - From node D2 to E, where alt. 8 and 14 split	D2 to E	8	13579	2.57	230	0	1	2.34	0.00	2.34	\$0.00	\$10.27	\$1.67	\$0.00	\$0.12	\$12.06	\$22.02
Segment 15 - From node E to G1	E to G1	8	32485	6.15	650	0	3	5.46	0.00	5.46	\$0.00	\$23.98	\$4.76	\$0.00	\$0.13	\$28.87	\$52.99
Segment 16 - From node F to G2	F to G2	17	17681	3.35	215	0	1	3.12	0.00	3.12	\$0.00	\$13.69	\$1.58	\$0.00	\$0.19	\$15.46	\$28.09
Segment 17 - From node G1 to H1 (the new intersection)	G1 to H1	8	5053	0.96	0	0	0	0.96	0.00	0.96	\$0.00	\$4.20	\$0.00	\$0.00	\$0.00	\$4.20	\$7.60
Segment 18 - From node G2 to H1 (the new intersection)	G2 to H1	17	5831	1.10	0	0	0	1.10	0.00	1.10	\$0.00	\$4.85	\$0.00	\$0.00	\$0.00	\$4.85	\$8.76
Segment 19 - From node G2 to H2 (the new intersection) (this option is	G2 to H2	17	6077	1.15	0	0	0	1.15	0.00	1.15	\$0.00	\$5.05	\$0.00	\$0.00	\$0.11	\$5.16	\$9.25
Segment 20 - From node G1 to H2 (the new intersection) (for alt. 8 to	G1 to H2	8	5455	1.03	0	0	0	1.03	0.00	1.03	\$0.00	\$4.54	\$0.00	\$0.00	\$0.11	\$4.65	\$8.31
Segment 21 - From node H1 to J (intersection of Star Ave and Tram	H1 to J	8, 17	10286	1.95	0	0	0	1.95	1.26	0.69	\$5.60	\$3.04	\$0.00	\$0.00	\$0.22	\$8.86	\$16.28
Segment 22 - From node H2 to J (intersection of Star Ave and Tram	H2 to J	8, 17	12368	2.34	0	0	0	2.34	2.34	0.00	\$10.44	\$0.00	\$0.00	\$0.00	\$0.11	\$10.55	\$19.82
Segment 23 - From node H1 to M (US 231)	H1 to M	8, 17	27870	5.28	0	0	0	5.28	2.46	2.82	\$10.96	\$12.38	\$0.00	\$0.00	\$0.30	\$37.00	\$56.72
Segment 24 - From node H2 to M (US 231)	H2 to M	8, 17	25531	4.84	0	0	0	4.84	2.46	2.38	\$10.96	\$10.43	\$0.00	\$0.00	\$0.19	\$21.59	\$39.74
Segment 25 - From intersection of Star Ave and Tram Rd to US 98	J to K	8, 17	7628	1.44	0	0	0	1.44	1.44	0.00	\$6.44	\$0.00	\$0.00	\$0.00	\$0.00	\$30.47	\$36.19
Segment 26 - From node J to L on Star Ave	J to L	8, 17	11089	2.10	0	0	0	2.10	2.10	0.00	\$9.36	\$0.00	\$0.00	\$0.00	\$0.00	\$9.36	\$17.67
Segment 27 - From node L to M	L to M	8, 17	12456	2.36	0	0	0	2.36	2.36	0.00	\$10.51	\$0.00	\$0.00	\$0.00	\$0.00	\$10.51	\$19.85
Segment 28 - From node L to N	L to N	8, 17	14592	2.76	0	0	0	2.76	2.76	0.00	\$12.32	\$0.00	\$0.00	\$0.00	\$0.00	\$12.32	\$23.25
Segment 29 - From node F to P1	F to P1	19	16714	3.17	0	0	0	3.17	0.00	3.17	\$0.00	\$13.90	\$0.00	\$0.00	\$0.00	\$13.90	\$25.12
Segment 30 - From node E to P2	E to P2	14	23264	4.41	775	0	2	3.88	0.00	3.88	\$0.00	\$17.04	\$5.29	\$0.00	\$0.19	\$22.52	\$41.57
Segment 31 - From node P2 to P4 (option for alt. 14 to turn to alt. 19)	P2 to P4	14	2973	0.55	220	0	2	0.14	0.00	0.14	\$0.00	\$0.63	\$1.85	\$0.00	\$0.00	\$2.48	\$4.83 ¹

**Gulf Coast Parkway
Environmental Screening Tool (EST) Alternative Corridors
Roadway and Structure Cost Estimate - Initial 2-Lane Roadway**

Segment	Nodes	Alternative	Total Length (FT)	Total Length (MI.)	Low Level Bridge Length (FT)	High Level Bridge Length (FT)	Number of Low Level Bridge	Roadway Length (MI.)	Urban Roadway Length (MI.)	Rural Roadway Length (MI.)	Cost Components					2-Lane	4-Lane
											Urban Roadway Cost (\$mill)	Rural Roadway Cost (\$mill)	Low Level Bridge Cost (\$mill)	High Level Bridge Cost (\$mill)	Bridge Culverts Cost (\$mill)	Total Cost (\$mill)	Total Cost (\$mill)
Segment 32 - From node P2 to P3	P2 to P3	14	2282	0.43	220	0	2	0.01	0.00	0.01	\$0.00	\$0.05	\$1.85	\$0.00	\$0.00	\$1.90	\$3.79
Segment 33 - From node P1 to P4	P1 to P4	19	2282	0.43	130	0	1	0.22	0.00	0.22	\$0.00	\$0.96	\$1.05	\$0.00	\$0.00	\$2.01	\$3.83
Segment 34 - From node P1 to P3 (option for alt 19 to turn to alt 14)	P1 to P3	19	1487	0.28	130	0	1	0.07	0.00	0.07	\$0.00	\$0.30	\$1.05	\$0.00	\$0.00	\$1.35	\$2.63
Segment 35 - From node P3 to Q	P3 to Q	14	15012	2.84	265	0	1	2.61	0.00	2.61	\$0.00	\$11.44	\$1.82	\$0.00	\$0.00	\$13.26	\$24.33
Segment 36 - From node P4 to Q	P4 to Q	19	14310	2.71	130	0	1	2.50	0.00	2.50	\$0.00	\$10.96	\$1.05	\$0.00	\$0.12	\$12.13	\$22.03
Segment 37 - From node Q to R	Q to R	14,19	6221	1.18	255	0	1	0.94	0.00	0.94	\$0.00	\$4.13	\$1.82	\$0.00	\$0.00	\$5.95	\$11.11
Segment 38 - From node R to S on alt 14	R to S	19	13305	2.52	0	0	0	2.52	1.37	1.15	\$6.09	\$5.07	\$0.00	\$0.00	\$0.10	\$11.25	\$20.75
Segment 39 - From node R to S on alt 19	L to M	14	13863	2.63	0	0	0	2.63	1.22	1.41	\$5.43	\$6.18	\$0.00	\$0.00	\$0.08	\$11.69	\$21.49
Segment 40 - From node D3 to T	D3 to T	15	51308	9.72	2510	0	4	8.48	0.00	8.48	\$0.00	\$37.26	\$16.52	\$0.00	\$0.25	\$54.03	\$100.64
Segment 41 - From node T to U (southern option)	T to U	15	23803	4.51	410	0	1	4.24	0.56	3.68	\$2.49	\$16.17	\$2.78	\$0.00	\$0.00	\$21.44	\$39.49
Segment 42 - From node T to U (northern option)	T to U	15	23530	4.46	600	0	1	4.15	0.56	3.59	\$2.48	\$15.78	\$3.96	\$0.00	\$0.14	\$22.38	\$41.29
									DLR: Comments regarding conversion from 4 lane cost to initial 2-lane cost Changed SES396 to SES167 4-lane urban to 2 lane urban new alignment					Changed SES301 to SES80 4-lane rural to 2 lane rural new alignment Divide by 2	Divide by 2 no change construct drainage for ultimate 4-lane		

**Gulf Coast Parkway
Environmental Screening Tool (EST) Alternative Corridors
Bridge Length**

Alternative 8

Bridge No	Length (FT)	Type	Comment	Segment
1	60	Low level	Unnamed creek on CR 386	1
2	60	Low level	Wetappo creek on CR 386	1
3	80	Low level	Unnamed creek on CR 386	1
4	60	Low level	On CR 386	3
5	1 high level bridge	High level	ICVWW on Wetappo creek	3
6	1200	Low level	Tributary to Horseshoe creek	3
7	1250	Low level	Horeseshoe creek	8
8	1155	Low level	Tributary to Horseshoe creek	10
9	110	Low level	Little Sandy creek	10
10	325	Low level	Tributary	10
11	200	Low level	Tributary	10
12	230	Low level	Sandy Creek on SR 22	14
13	70	Low level	Olivers creek on SR 22	15
14	70	Low level	Olivers creek on SR 22	15
15	510	Low level	Boggy creek	15

Alternative 14

Bridge No	Length (FT)	Type	Comment	Segment
1	60	Low level	Unnamed creek on CR 386	1
2	60	Low level	Wetappo creek on CR 386	1
3	80	Low level	Unnamed creek on CR 386	1
4	60	Low level	On CR 386	4
5	1.5 high level bridge	High level	Crossing ICVWW 2 times, only build 1 span on first crossing (using CR 386 for other span)	4
6	180	Low level	Tributary to Horseshoe creek	4
7	180	Low level	Tributary to Horseshoe creek	4
8	355	Low level	Horeseshoe creek	5
9	600	Low level	Little Sandy creek	9
10	200	Low level	Little Sandy creek	9
11	110	Low level	Little Sandy creek	9
12	230	Low level	Sandy Creek on SR 22	11
13	485	Low level	Tributary	30
14	310	Low level	Tributary	30
15	130	Low level	Tributary	32
16	130	Low level	Tributary	32
17	255	Low level	Tributary	35
18	255	Low level	Tributary	37

Alternative 15

Bridge No	Length (FT)	Type	Comment	Segment
1	60	Low level	Unnamed creek on CR 386	1
2	60	Low level	Wetappo creek on CR 386	1
3	80	Low level	Unnamed creek on CR 386	1
4	60	Low level	On CR 386	4
5	1 and 1/2 high level bridge	High level	Crossing ICVWW 2 times, only build 1 span on first crossing (using CR 386 for other span)	4
6	180	Low level	Tributary to Horseshoe creek	4
7	180	Low level	Tributary to Horseshoe creek	4
8	355	Low level	Horeseshoe creek	5
9	600	Low level	Little Sandy creek	9
10	200	Low level	Little Sandy creek	9
11	110	Low level	Little Sandy creek	9
12	110	Low level	Tributary	40
13	400	Low level	Tributary	40
14	1600	Low level	Tributary	40
15	400	Low level	Tributary	40
16	410	Low level	Tributary (Southern option)	41
16A	600	Low level	Tributary (Northern option)	42

Alternative 17

Bridge No	Length (FT)	Type	Comment	Segment
1	60	Low level	On CR 386	2
2	9100	High level	Crossing East Bay, but using low level bridge approach in cost	2
3	200	Low level	Tributary	2
4	580	Low level	Floodplain area	2
5	430	Low level	Tributary	2
6	340	Low level	Tributary to East Bay	2
7	215	Low level	Cushion Creek	16

Alternative 19

Bridge No	Length (FT)	Type	Comment	Segment
1	60	Low level	On CR 386	2
2	9100	High level	Crossing East Bay, but using low level bridge approach in cost	2
3	200	Low level	Tributary	2
4	580	Low level	Floodplain area	2
5	430	Low level	Tributary	2
6	340	Low level	Tributary to East Bay	2
7	130	Low level	Tributary	33
8	130	Low level	Tributary	36
9	255	Low level	Tributary	37

Note 1: When a bridge appears on 2 segments, only one segment carries the bridge with its majority bridge section in that segment

Note 2: Length of Approach is calculated as: 2466' Fill and MSE wall, 4074' concrete beam, and 150' steel structure at 65° clearance.
2466' Fill and MSE wall is the cost of the approach for the high level crossing, 4074' concrete beam (for high level bridge crossing), and 150' steel structure at 65° clearance.

**Gulf Coast Parkway
Alternative Corridors
Roadway and Structure Cost Estimate For Ultimate 4-Lane Roadway**

Alternative	Length (MI.)	Roadway Cost (\$mil)	Low Level Bridge Cost (\$mil)	High Level Bridge Cost (\$mil)	Bridge Culverts Cost (\$mil)	Intersection Cost (\$mil)	R/W Cost (\$mil)	Total Cost (\$mil)
8	34.74	\$238.45	\$73.97	\$69.52	\$0.84	\$37.39	\$83.90	\$504.07
14	40.48	\$273.32	\$90.34	\$69.52	\$1.25	\$24.04	\$101.00	\$559.47
15	45.02	\$306.24	\$112.58	\$69.52	\$1.09	\$24.04	\$103.16	\$616.63
17	30.21	\$217.77	\$25.53	\$136.16	\$0.41	\$37.39	\$88.96	\$506.24
19	35.61	\$253.84	\$33.38	\$136.16	\$0.63	\$24.04	\$108.03	\$556.08

**Gulf Coast Parkway
Environmental Screening Tool (EST) Alternative Corridors
Roadway and Structure Cost Estimate**

Segment	Nodes	Alternative	Total Length (FT)	Total Length (Mi.)	Low Level Bridge Length (FT)	High Level Bridge Length (FT)	Number of Low Level Bridge	Roadway Length (Mi.)	Urban Roadway Length (Mi.)	Rural Roadway Length (Mi.)	Urban Roadway Cost (\$mill)	Rural Roadway Cost (\$mill)	Low Level Bridge Cost (\$mill)	High Level Bridge Cost (\$mill)	Bridge Culverts Cost (\$mill)	Total Cost (\$mill)
Segment 1 - From US 98 in Mexico Beach to the PT of Alternative 14/15	A to B	8, 14, and 15	24292	4.80	200	0	3	3.99	0.00	3.99	\$0.00	\$31.70	\$3.94	\$0.00	\$0.07	\$35.72
Segment 2 - From US 98 in Mexico Beach to the PC of Alternative 17	A to F	17, 19	94583	17.91	1810	9100	5	14.93	0.00	14.93	\$0.00	\$118.53	\$22.38	\$136.16	\$0.00	\$277.07
Segment 3 - On alternative 8, from the end of segment 1 to node C1	B to C1	8	28096	5.32	1260	6690	3	3.25	0.00	3.25	\$0.00	\$25.77	\$17.07	\$69.52	\$0.29	\$112.66
Segment 4 - On alternative 14/15, from the end of segment 1 to node	B to C2	14, 15	30025	5.89	420	13330	3	2.51	0.00	2.51	\$0.00	\$19.95	\$6.88	\$108.64	\$0.07	\$135.33
Segment 5 - From node C2 to C3	C2 to C3	14, 15	8019	1.52	355	0	1	1.26	0.00	1.26	\$0.00	\$10.02	\$4.89	\$0.00	\$0.00	\$14.90
Segment 6 - From node C1 to C3 (option for alt. 8 to turn to alt. 14/15)	C1 to C3	8	8888	1.26	640	0	1	0.95	0.00	0.95	\$0.00	\$7.55	\$8.42	\$0.00	\$0.00	\$15.97
Segment 7 - From node C2 to C4 (option for alt. 14/15 to turn to alt. 8)	C2 to C4	14, 15	8643	1.28	450	0	1	0.98	0.00	0.98	\$0.00	\$7.81	\$6.06	\$0.00	\$0.00	\$13.87
Segment 8 - From node C1 to C4	C1 to C4	8	5553	1.05	1250	0	1	0.63	0.00	0.63	\$0.00	\$4.96	\$15.98	\$0.00	\$0.00	\$20.94
Segment 9 - From node C3 to D1, where alt. 14 and 15 split	C3 to D1	14, 15	24509	4.64	910	0	3	3.90	0.00	3.90	\$0.00	\$30.96	\$12.74	\$0.00	\$0.08	\$43.78
Segment 10 - From node C4 to D2	C4 to D2	8	32916	6.23	1790	0	4	5.14	0.00	5.14	\$0.00	\$40.77	\$24.13	\$0.00	\$0.00	\$64.90
Segment 11 - From node D1 to E	D1 to E	14	13662	2.59	230	0	1	2.35	0.00	2.35	\$0.00	\$18.69	\$3.34	\$0.00	\$0.05	\$22.08
Segment 12 - From node D2 to D3 (option for alt. 8 to turn to alt. 15)	D2 to D3	8	2694	0.51	0	0	0	0.51	0.00	0.51	\$0.00	\$4.05	\$0.00	\$0.00	\$0.00	\$4.05
Segment 13 - From node D1 to D5	D1 to D3	15	4172	0.79	0	0	0	0.79	0.00	0.79	\$0.00	\$6.27	\$0.00	\$0.00	\$0.00	\$6.27
Segment 14 - From node D2 to E, where alt. 8 and 14 split	D2 to E	8	19579	2.57	230	0	1	2.34	0.00	2.34	\$0.00	\$18.58	\$3.34	\$0.00	\$0.12	\$22.02
Segment 15 - From node E to G1	E to G1	8	32485	6.15	850	0	3	5.46	0.00	5.46	\$0.00	\$43.34	\$9.51	\$0.00	\$0.13	\$52.99
Segment 16 - From node F to G2	F to G2	17	17681	3.35	215	0	1	3.12	0.00	3.12	\$0.00	\$24.75	\$3.15	\$0.00	\$0.19	\$28.09
Segment 17 - From node G1 to H1 (the new intersection)	G1 to H1	8	5053	0.96	0	0	0	0.96	0.00	0.96	\$0.00	\$7.60	\$0.00	\$0.00	\$0.00	\$7.60
Segment 18 - From node G2 to H1 (the new intersection)	G2 to H1	17	5831	1.10	0	0	0	1.10	0.00	1.10	\$0.00	\$8.76	\$0.00	\$0.00	\$0.00	\$8.76
Segment 19 - From node G2 to H2 (the new intersection) (this option is	G2 to H2	17	6077	1.15	0	0	0	1.15	0.00	1.15	\$0.00	\$9.13	\$0.00	\$0.00	\$0.11	\$9.25
Segment 20 - From node G1 to H2 (the new intersection) (for alt. 8 to be	G1 to H2	8	5455	1.03	0	0	0	1.03	0.00	1.03	\$0.00	\$8.20	\$0.00	\$0.00	\$0.11	\$8.31
Segment 21 - From node H1 to J (intersection of Star Ave and Tram	H1 to J	8, 17	10286	1.95	0	0	0	1.95	1.26	0.69	\$10.57	\$5.49	\$0.00	\$0.00	\$0.22	\$16.28
Segment 22 - From node H2 to J (intersection of Star Ave and Tram	H2 to J	8, 17	12368	2.34	0	0	0	2.34	2.34	0.00	\$19.71	\$0.00	\$0.00	\$0.00	\$0.11	\$19.82
Segment 23 - From node H1 to M (US 231)	H1 to M	8, 17	27870	5.28	0	0	0	5.28	2.46	2.82	\$20.69	\$22.37	\$0.00	\$0.00	\$0.30	\$56.72
Segment 24 - From node H2 to M (US 231)	H2 to M	8, 17	25531	4.84	0	0	0	4.84	2.46	2.38	\$20.69	\$18.88	\$0.00	\$0.00	\$0.19	\$39.74
Segment 25 - From intersection of Star Ave and Tram Rd to US 98	J to K	8, 17	7628	1.44	0	0	0	1.44	1.44	0.00	\$12.15	\$0.00	\$0.00	\$0.00	\$0.00	\$36.19
Segment 26 - From node J to L on Star Ave	J to L	8, 17	11089	2.10	0	0	0	2.10	2.10	0.00	\$17.67	\$0.00	\$0.00	\$0.00	\$0.00	\$17.67
Segment 27 - From node L to M	L to M	8, 17	12456	2.36	0	0	0	2.36	2.36	0.00	\$19.85	\$0.00	\$0.00	\$0.00	\$0.00	\$19.85
Segment 28 - From node L to N	L to N	8, 17	14592	2.76	0	0	0	2.76	2.76	0.00	\$23.25	\$0.00	\$0.00	\$0.00	\$0.00	\$23.25
Segment 29 - From node F to P1	F to P1	19	16714	3.17	0	0	0	3.17	0.00	3.17	\$0.00	\$25.12	\$0.00	\$0.00	\$0.00	\$25.12
Segment 30 - From node E to P2	E to P2	14	23204	4.41	775	0	2	3.88	0.00	3.88	\$0.00	\$30.80	\$10.58	\$0.00	\$0.19	\$41.57

**Gulf Coast Parkway
Environmental Screening Tool (EST) Alternative Corridors
Roadway and Structure Cost Estimate**

Segment	Nodes	Alternative	Total Length (FT)	Total Length (MI.)	Low Level Bridge Length (FT)	High Level Bridge Length (FT)	Number of Low Level Bridge	Roadway Length (MI.)	Urban Roadway Length (MI.)	Rural Roadway Length (MI.)	Urban Roadway Cost (\$mill)	Rural Roadway Cost (\$mill)	Low Level Bridge Cost (\$mill)	High Level Bridge Cost (\$mill)	Bridge Culverts Cost (\$mill)	Total Cost (\$mill)
Segment 31 - From node P2 to P4 (option for alt 14 to turn to alt 19)	P2 to P4	14	2973	0.56	220	0	2	0.14	0.00	0.14	\$0.00	\$1.13	\$3.70	\$0.00	\$0.00	\$4.83
Segment 32 - From node P2 to P3	P2 to P3	14	2282	0.43	220	0	2	0.01	0.00	0.01	\$0.00	\$0.09	\$3.70	\$0.00	\$0.00	\$3.79
Segment 33 - From node P1 to P4	P1 to P4	19	2282	0.43	130	0	1	0.22	0.00	0.22	\$0.00	\$1.73	\$2.10	\$0.00	\$0.00	\$3.83
Segment 34 - From node P1 to P3 (option for alt 19 to turn to alt 14)	P1 to P3	19	1487	0.28	130	0	1	0.07	0.00	0.07	\$0.00	\$0.54	\$2.10	\$0.00	\$0.00	\$2.63
Segment 35 - From node P3 to Q	P3 to Q	14	15012	2.84	255	0	1	2.61	0.00	2.61	\$0.00	\$20.68	\$3.65	\$0.00	\$0.00	\$24.33
Segment 36 - From node P4 to Q	P4 to Q	19	14310	2.71	130	0	1	2.50	0.00	2.50	\$0.00	\$19.81	\$2.10	\$0.00	\$0.12	\$22.03
Segment 37 - From node Q to R	Q to R	14,19	6221	1.18	255	0	1	0.94	0.00	0.94	\$0.00	\$7.46	\$3.65	\$0.00	\$0.00	\$11.11
Segment 38 - From node R to S on alt 14	R to S	19	13305	2.52	0	0	0	2.52	1.37	1.15	\$11.50	\$9.15	\$0.00	\$0.00	\$0.10	\$20.75
Segment 39 - From node R to S on alt 19	L to M	14	13863	2.63	0	0	0	2.63	1.22	1.41	\$10.25	\$11.17	\$0.00	\$0.00	\$0.08	\$21.49
Segment 40 - From node D3 to T	D3 to T	15	51308	9.72	2510	0	4	8.48	0.00	8.48	\$0.00	\$67.34	\$33.05	\$0.00	\$0.25	\$100.64
Segment 41 - From node T to U (southern option)	T to U	15	23803	4.51	410	0	1	4.24	0.56	3.68	\$4.70	\$29.22	\$5.57	\$0.00	\$0.00	\$39.49
Segment 42 - From node T to U (northern option)	T to U	15	25530	4.66	600	0	1	4.15	0.56	3.59	\$4.70	\$28.53	\$7.92	\$0.00	\$0.14	\$41.29

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**Gulf Coast Parkway
Environmental Screening Tool (EST) Alternative Corridors
Bridge Length**

Alternative 8

Bridge No	Length (FT)	Type	Comment	Segment
1	60	Low level	Unnamed creek on CR 386	1
2	60	Low level	Wetappo creek on CR 386	1
3	60	Low level	Unnamed creek on CR 386	1
4	60	Low level	On CR 386	3
5	1 high level bridge	High level	ICWW on Wetappo creek	3
6	1200	Low level	Tributary to Horseshoe creek	3
7	1250	Low level	Horseshoe creek	8
8	1155	Low level	Tributary to Horseshoe creek	10
9	110	Low level	Little Sandy creek	10
10	325	Low level	Tributary	10
11	200	Low level	Tributary	10
12	230	Low level	Sandy Creek on SR 22	14
13	70	Low level	Olivers creek on SR 22	15
14	70	Low level	Olivers creek on SR 22	15
15	510	Low level	Boggy creek	15

Alternative 14

Bridge No	Length (FT)	Type	Comment	Segment
1	60	Low level	Unnamed creek on CR 386	1
2	60	Low level	Wetappo creek on CR 386	1
3	60	Low level	Unnamed creek on CR 386	1
4	60	Low level	On CR 386	4
5	1.5 high level bridge	High level	Crossing ICWW 2 times, only build 1 span on first crossing (using CR 386 for other span)	4
6	180	Low level	Tributary to Horseshoe creek	4
7	180	Low level	Tributary to Horseshoe creek	4
8	355	Low level	Horseshoe creek	5
9	600	Low level	Little Sandy creek	9
10	200	Low level	Little Sandy creek	9
11	110	Low level	Little Sandy creek	9
12	230	Low level	Sandy Creek on SR 22	11
13	465	Low level	Tributary	30
14	310	Low level	Tributary	30
15	130	Low level	Tributary	32
16	130	Low level	Tributary	32
17	255	Low level	Tributary	35
18	255	Low level	Tributary	37

Alternative 16

Bridge No	Length (FT)	Type	Comment	Segment
1	60	Low level	Unnamed creek on CR 386	1
2	60	Low level	Wetappo creek on CR 386	1
3	60	Low level	Unnamed creek on CR 386	1
4	60	Low level	On CR 386	4
5	1 and 1/2 high level bridge	High level	Crossing ICWW 2 times, only build 1 span on first crossing (using CR 386 for other span)	4
6	180	Low level	Tributary to Horseshoe creek	4
7	180	Low level	Tributary to Horseshoe creek	4
8	355	Low level	Horseshoe creek	5
9	600	Low level	Little Sandy creek	9
10	200	Low level	Little Sandy creek	9
11	110	Low level	Little Sandy creek	9
12	110	Low level	Tributary	40
13	400	Low level	Tributary	40
14	1600	Low level	Tributary	40
15	400	Low level	Tributary	40
16	410	Low level	Tributary (Southern option)	41
16A	600	Low level	Tributary (Northern option)	42

Alternative 17

Bridge No	Length (FT)	Type	Comment	Segment
1	60	Low level	On CR 386	2
2	9100	High level	Crossing East Bay, but using low level bridge approach in cost	2
3	200	Low level	Tributary	2
4	580	Low level	Floodplain area	2
5	430	Low level	Tributary	2
6	340	Low level	Tributary to East Bay	2
7	215	Low level	Cushman Creek	16

Alternative 19

Bridge No	Length (FT)	Type	Comment	Segment
1	60	Low level	On CR 386	2
2	9100	High level	Crossing East Bay, but using low level bridge approach in cost	2
3	200	Low level	Tributary	2
4	580	Low level	Floodplain area	2
5	430	Low level	Tributary	2
6	340	Low level	Tributary to East Bay	2
7	130	Low level	Tributary	33
8	130	Low level	Tributary	36
9	255	Low level	Tributary	37

Note 1: When a bridge appears on 2 segments, only one segment carries the bridge with its majority bridge section in that segment

Note 2: Length of Approach is calculated as: 2466' Fill and MSE wall, 4074' concrete beam, and 150' steel structure at 65' clearance. 2466' Fill and MSE wall is the cost of the approach for the high level crossing, 4074' concrete beam (for high level bridge crossing), and 150' steel structure at 65' clearance.

Segment No.	Total Parcels	Residential Relocations	Business Relocations	Total R/W Cost
1	55	10	1	\$ 25,084,700
2	56	4	1	\$ 39,523,100
3	19	0	0	\$ 7,219,500
4	31	0	0	\$ 15,802,200
5	6	0	0	\$ 1,042,100
6	2	0	0	\$ 366,400
7	5	0	0	\$ 1,044,200
8	4	0	0	\$ 760,900
9	7	0	0	\$ 157,500
10	13	0	0	\$ 641,100
11	5	0	0	\$ 112,500
12	1	0	0	\$ 22,500
13	1	0	0	\$ 22,500
14	5	0	0	\$ 112,500
15	14	0	0	\$ 656,400
16	6	0	0	\$ 571,900
17	3	0	0	\$ 888,300
18	2	0	0	\$ 1,139,000
19	2	0	0	\$ 1,380,100
20	3	0	0	\$ 1,123,100
21	4	0	0	\$ 122,800
22	4	0	0	\$ 122,800
23	9	0	0	\$ 1,933,500
24	10	0	0	\$ 3,676,800
25	20	25	0	\$ 45,839,600
26	6	0	0	\$ 830,100
27	5	0	0	\$ 934,000
28	18	0	1	\$ 23,623,800
29	4	0	0	\$ 2,067,600
30	7	0	0	\$ 2,802,100
31	3	0	0	\$ 1,808,500
32	2	0	0	\$ 1,021,000
33	1	0	0	\$ 654,800
34	2	0	0	\$ 1,021,400
35	8	0	0	\$ 6,186,900
36	5	0	0	\$ 6,191,600
37	1	0	0	\$ 2,682,200
38	8	0	0	\$ 8,870,900
39	5	0	0	\$ 5,026,600
40	10	0	0	\$ 8,952,000
41	10	1	0	\$ 12,855,900
42	12	2	0	\$ 12,844,800

Appendix K

Water Quality Impact Evaluation

Exhibit A

WQIE CHECK LIST

Project Name: Gulf Coast Parkway

County: Bay and Gulf

FIN (Financial Number): 410981-2-28-01

Federal Aid Project No: N/A

Short project description: The proposed Gulf Coast Parkway is a new roadway that would connect US 98 in Gulf County to US 231 in Bay County. The roadway would be located on both new and existing road alignments within a 168 to 250 foot wide right-of-way. The extra right-of-way width will allow for expansion of the road to a four lane, divided roadway, when traffic demand warrants. In the rural areas of the right-of-way width will accommodate the construction on a 12 foot wide multi-use trail. In the urban areas a curb and gutter section with bike lanes and paved sidewalks will be constructed.

PART 1: DETERMINATION OF WQIE SCOPE

☒ Does project increase impervious surface area? ☒ Yes ☐ No

☒ Does project alter the drainage system? ☒ Yes ☐ No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

☒ Do environmental regulatory requirements apply? ☒ Yes ☐ No

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: Ranges from 1200 to 53111 depending on alternative

Expected speed limit: 65 mi/hr

Drainage area: Total Project area ranges depending on alternative:

661-1168 acres 60 % Impervious 40 % Pervious

Land Use: 5 % Residential 2 % Commercial _____ % Industrial

62 % Agricultural 31 % Wetlands _____ % Other Natural

Potential large sources of pollution (identify): _____

There were 19 potential pollutant sources identified near the project. Of the 19, only 7 were within 500 feet of any of the 5 proposed alternatives. These sites were given a risk ranking. These rankings are No, Low, Medium and High. Of the 7 near our project 5 sites were ranked low, 1 site was ranked medium and one site was ranked low.

Groundwater receptor (name of aquifer or N/A): Sufacial Aquifer, Intermediate System and the Florida Aquifer

☒ Designated well head protection area? ☒ Yes ☐ No Name: _____

☒ Sole source aquifer ☐ Yes ☒ No Name: _____

WQIE CHECK LIST (Contd.)

Groundwater recharge mechanism:

Infiltration

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): East Bay, Deer Point Lake, Bayou George Creek and Callaway Creek

☒ Classification ☐ I ☒ II ☒ III ☐ IV ☐ V

Special designation (check all that apply):

☐ ONRW ☐ OFW ☒ Aquatic Preserve ☐ Wild & Scenic River
☐ Special Water ☒ SWIM Area ☒ Local Comp Plan ☐ MS4 Area
☐ Other (specify): _____

Conceptual storm water conveyances & system (check all that apply):

☒ Swales ☒ Curb and Gutter ☒ Scuppers ☒ Pipe ☐ French Drains
☒ Retention / Detention Ponds ☐ Other _____

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Regulatory Agency (Check all that apply)	Reference citation for Regulatory criteria (attach Copy of pertinent pages)	Most stringent criteria (check all that apply)
USEPA <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FDEP <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WMD (Specify) <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
OTHER (Specify) <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Proceed to Part 4 and check Box C.

PART 4: WQIE DOCUMENTATION

- ☐ Water quality is not an issue.
- ☐ No regulatory requirements apply to water quality issues
(Document by checking the "none" box for water quality in Section 6.C.3 of the *Environmental Determination Form* or Section 5.C.3 of the SEIR.
- ☒ Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by Florida Department of Environmental Protection, an authorized regulatory agency.
(Document by checking the "none" box for water quality in section 6.C.3. of the Environmental Determination Form or Section 5.C.3 of the SEIR.

Evaluator Name (print): Amanda Serra

Office: _____

Signature: _____ Date: 11/1/10

Amanda Serra

Appendix L

Coastal Zone Consistency Letter



Jeb Bush
Governor

Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Colleen M. Castille
Secretary

November 1, 2005



Ms. Blair L. Martin, P.E.
Assistant Environmental Management Engineer
Florida Department of Transportation
P. O. Box 607
Chipley, FL 32428-0607

RE: Department of Transportation – Advance Notification – Gulf Coast Parkway
PD&E Study, from U.S. 231 to U.S. 98, Financial Management No. 410981-2-
28-01 – Bay and Gulf Counties, Florida.
SAI # FL200509061486C

Dear Ms. Martin:

The Florida State Clearinghouse has coordinated the state's review of the above-referenced advance notification for a Project Development and Environment (PD&E) study. The study involves the proposed Gulf Coast Parkway, a new 35-mile, multi-lane facility that would connect U.S. 98 in Gulf County to U.S. 231 in Bay County. The PD&E study will evaluate alignment alternatives within the recommended corridor. Comments provided by reviewing agencies are enclosed and summarized below for your consideration in the preparation of the study.

The Florida Department of Environmental Protection (DEP) notes that the project area proposed in the advance notification includes the St. Andrews Bay watershed. St. Andrews Bay is a Florida Surface Water Improvement and Management (SWIM) priority waterbody, and is designated a Class II waterbody under Rule 62-302.400(12)(b), *Florida Administrative Code*. Potential direct impacts of the proposed project on water quality and wetlands resources are of particular concern to the DEP. In addition, the road will facilitate secondary development in rural areas, further exacerbating non-point source stormwater runoff. The proposed project should be designed and constructed to avoid adverse impacts to the quantity, quality and flow of groundwater and surface waters in the watershed. Please refer to the enclosed DEP memorandum for additional details.

Northwest Florida Water Management District (NFWFMD) staff notes that the indicated route intersects the St. Andrews Bay and St. Joseph Bay watersheds, which are Surface Water Improvement and Management (SWIM) priority waters of the water management district. An analysis of the potential direct, secondary, and cumulative impacts of

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Ms. Blair L. Martin, P.E.
November 1, 2005
Page 2 of 3

the transportation corridor on area wetlands, streams, and estuarine habitats, water quality, and hydrology should be performed. Due to their importance for hydrologic and habitat functions, isolated wetlands should be included within the analysis, along with jurisdictional wetlands. It is also recommended that alternative actions that would avoid or minimize impacts be considered and evaluated. Staff advises that mitigation for proposed wetland impacts must be coordinated with the NFWMD in accordance with Section 373.4137, *Florida Statutes*. Please refer to the enclosed NFWMD comments for further information.

The Florida Department of Community Affairs (DCA) has determined that the project is not inconsistent with DCA's authorities or the goals, objectives and policies of the Bay County and Gulf County comprehensive plans. The proposed project, however, is not currently addressed within those plans. Staff notes that although the roadway would improve hurricane evacuation and access to state roads in the region, the roadway improvement does not justify increased density and intensity of development in the Coastal High Hazard Area. The portions of the project located outside the urban service boundaries of Bay and Gulf Counties should not be considered an impetus to encourage future development in the rural area. DCA further recommends that the project not be advanced into the FDOT's Five Year Work Program until each comprehensive plan is amended to reflect the proposed roadway modification. Please refer to the enclosed DCA comments for further details.

The Florida Fish and Wildlife Conservation Commission (FWCC) states that the PD&E study should address impacts to listed species, and habitat loss and fragmentation for each potential alternative. Primary consideration should be given to alignments or other transportation routes that avoid, minimize, or mitigate impacts to fish and wildlife resources and their habitats. FWCC staff notes that improving the existing highway network would have far less impact on natural resources than development of a new corridor. Staff further notes that while this phase of the project may be found consistent, there are substantial fish and wildlife and habitat issues that must need to be addressed before the next phase of the project can proceed. The FWCC would prefer to identify and address difficult situations early in the process instead of at the final stages of the project. Please see the enclosed FWCC letter for further information.

The DEP, FWCC, and NFWMD are concerned that the corridor alignment was selected without meaningful interagency review and comment. Specifically, it is unclear why the project did not go through the Efficient Transportation Decision Making (ETDM) process. The ETDM process creates and fosters coordination between land use, transportation, and environmental resource planning through early, interactive agency involvement. The project, as proposed, appears to have progressed rapidly through preliminary decision-making phases without resource agency consultation or involvement. Immediate and continued coordination with state resource agencies to prevent potential disputes during subsequent phases of the project is strongly recommended. Please refer to the attached comments from DEP, FWC and


Ms. Blair L. Martin, P.E.
November 1, 2005
Page 3 of 3

NWFWMD (respectively) for details on the foregoing items, as well as additional recommendations regarding the environmental document that will be prepared for the proposed project.

Bay County Planning and Zoning Division staff notes that the proposed parkway will impact areas that serve as some of the last remaining foraging grounds in Florida for species such as the Florida black bear and red-cockaded woodpecker (RCW). In addition, Wettappo Creek is one of only two documented RCW population sites in Bay and Gulf Counties. Staff is particularly concerned about the Wettappo Creek crossing and locations south of Highway 22 due to the relatively undeveloped nature of those areas. The long-term impacts of the parkway on the area's sensitive ecosystems and rare organisms should be given special attention in the planning phase of the project. Please see the enclosed Bay County comments.

Thank you for the opportunity to review and comment on the subject advance notification. Based on the information contained in the notice and the enclosed state agency comments, the state has determined that the allocation of federal funds for the PD&E Study is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by the reviewing agencies. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage. Future environmental documents prepared for this project should be forwarded to the State Clearinghouse for interagency review. If you have any questions regarding this letter, please contact Ms. Lindy B. McDowell at (850) 245-2167.

Sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lbm
Enclosures

cc: Barbara Ruth, DEP, Northwest District
Duncan Cairns, NWFWMD
Mary Ann Poole, FWCC
Ray Eubanks, DCA
Terry Joseph, WFRPC



Florida

Department of Environmental Protection

"More Protection. Less Process"



Categories

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Project Information	
Project:	FL200509061486C
Comments Due:	10/06/2005
Letter Due:	11/01/2005
Description:	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - GULF COAST PARKWAY PD&E STUDY, FROM US 231 TO US 98, FINANCIAL MANAGEMENT NO. 410981-2-28-01 - BAY AND GULF COUNTIES, FLORIDA.
Keywords:	DOT - GULF COAST PARKWAY PD&E STUDY - BAY AND GULF CO
CFDA #:	20.205
Agency Comments:	
WEST FLORIDA RPC - WEST FLORIDA REGIONAL PLANNING COUNCIL	
Please see Bay County's comments.	
APALACHEE RPC - APALACHEE REGIONAL PLANNING COUNCIL	
No Comments	
BAY - BAY COUNTY	
Bay County Planning and Zoning Division staff notes that the proposed parkway will impact areas that serve as some of the last remaining foraging grounds in Florida for species such as the Florida black bear and red-cockaded woodpecker (RCW). In addition, Wettappo Creek is one of only two documented RCW population sites in Bay and Gulf Counties. Staff are particularly concerned with the Wettappo Creek crossing and locations south of Highway 22 due to the relatively undeveloped nature of those areas. The long-term impacts of the parkway on the area's sensitive ecosystems and rare organisms should be given special attention in the planning phase of this project.	
GULF - GULF COUNTY	
No Comments	
OTTED - OFFICE OF TOURISM, TRADE AND ECONOMIC DEVELOPMENT	
NO COMMENT.	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
DCA has determined that the project is not inconsistent with the Florida Statutes or the goals, objectives and policies of the Bay County and Gulf County comprehensive plans. However, the proposed project is not currently addressed within those plans. Though the roadway would improve hurricane evacuation and access to state roads in the region, the roadway improvement does not justify a need for increased density and intensity of development in the Coastal High Hazard Area. The portion of the project located outside the urban service boundaries of Bay and Gulf Counties should not be considered an impetus to encourage future development in the rural area. The project should not be advanced into the FDOT's Five Year Work Program until each comprehensive plan is amended to reflect the proposed roadway modification.	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
During the PD&E study, potential alignments should address impacts to listed species, habitat loss and fragmentation, and focus on alignments or other transportation routes which avoid, minimize, or mitigate impacts to fish and wildlife resources and their habitat. An option which would have far less impact to natural resources would be to improve the existing highway network to satisfy the transportation need. We highly recommend that FDOT establish an interagency team comprised of both federal and state agencies to discuss and clarify the overall environmental issues before further planning and road design occurs. We are concerned that corridor selection has occurred without interagency review and comment. Continued development of plans and designs without close coordination or involvement of these agencies may result in difficulties permitting the project. The funding for the Gulf Coast Parkway PD&E Study is determined to be consistent with our authorities (Chapters 370 and 372, Florida Statutes) under the Florida Coastal Management Program. While this phase of the project is found to be consistent, there are substantial fish and wildlife and habitat issues that will need to be addressed before the next phase of the project can proceed. We would prefer to avoid difficult situations at the final stages of a project when they could be identified and addressed early in the process.	

STATE - FLORIDA DEPARTMENT OF STATE
No Comment/Consistent
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
DEP notes that the project area proposed in the Advance Notification includes the St. Andrews Bay watershed. St. Andrews Bay is a Florida Surface Water Improvement and Management (SWIM) priority waterbody, and is designated a Class II waterbody by Rule 62-302.400(12)(b), Florida Administrative Code (F.A.C.). Potential, direct impacts to water quality and wetlands resources are of particular concern. Because the road will facilitate secondary development in rural areas, further exacerbation of non-point source stormwater runoff is also of concern. The proposed project should not cause adverse impacts to the quantity, quality and flow of groundwater and surface waters in the watershed. Please see DEP comments for further information.
NORTHWEST FLORIDA WMD - NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT
NWFWMD staff notes that the indicated route intersects the St. Andrews Bay and St. Joseph Bay watersheds, which are Surface Water Improvement and Management (SWIM) priority waters of the NWFWMD. An analysis of the potential direct, secondary, and cumulative impacts of the transportation corridor on area wetland, stream, and estuarine habitats, water quality, and hydrology should be performed. Due to their importance for hydrologic and habitat functions, isolated wetlands should be included within the analysis, along with jurisdictional wetlands. It is also recommended that alternative actions that would avoid or minimize impacts be considered and evaluated. Staff advises that mitigation for proposed wetland impacts must be coordinated with the NWFWMD in accordance with Section 373.4137, F.S.

For more information please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

Visit the Clearinghouse Home Page to query other projects.

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Memorandum

Florida Department of
Environmental Protection

TO: Florida State Clearinghouse

FROM: Lindy McDowell, Environmental Manager
Office of Intergovernmental Programs

DATE: October 31, 2005

SUBJECT: Department of Transportation – Advance Notification – Gulf Coast Parkway
PD&E Study, from U.S. 231 to U.S. 98, Financial Management No. 410981-2-28-
01 – Bay and Gulf Counties, Florida
SAI # FL200509061486C

The Department has reviewed the above-referenced advance notification for a Project Development and Environment (PD&E) study. The study involves the proposed Gulf Coast Parkway, a new 35-mile, multi-lane facility that would connect U.S. 98 in Gulf County to U.S. 231 in Bay County. The PD&E study will evaluate alignment alternatives within the recommended corridor. In developing the PD&E study, the Department requests that the study thoroughly evaluate the issues of concern and recommendations discussed below.

The proposed project area encompasses several major creek systems, together with associated floodplains and wetland areas, and is hydrologically connected to East Bay. One of the largest and most productive estuaries in the state, East Bay is one of four distinct bays that comprise the St. Andrew Bay System. The West Florida Strategic Regional Policy Plan (SRPP) states that the recreational, ecological, and commercial impacts of the bay system on West Florida make it a regionally significant environmental resource. The estuary is designated a Class II waterbody by Rule 62-302.400(12)(b), *Florida Administrative Code (F.A.C.)*, and a significant portion of the bay has been conditionally approved for shellfish propagation and harvesting. The SRPP further notes that although the water quality of the bay is generally good, the effects of development, stormwater runoff, recreational overuse and industrial discharge or accidents are the greatest threats to the bay's water quality.¹ Further, St. Andrews Bay is a Florida Surface Water Improvement and Management (SWIM) priority waterbody.

The manner in which the proposed action would affect water quality in the St. Andrews Bay watershed is of concern to the Department. Non-point source stormwater runoff is of particular concern. In addition, the road will facilitate secondary development in rural areas, further exacerbating non-point source stormwater runoff. The proposed project should be designed and constructed to avoid adverse impacts to the quantity, quality and flow of groundwater and surface waters in the watershed. Stormwater treatment should be designed to maintain the natural pre-development hydro-period and water quality, as well as to protect the

¹ West Florida Regional Planning Council, WEST FLORIDA STRATEGIC REGIONAL POLICY PLAN IV-16 (Natural Resources of Regional Significance) (July 15, 1996).

natural functions of the adjacent wetlands, floodplains and waterbodies. To that end, the Department requests that the draft environmental document include the following information:

- Identify and describe significant natural resources, particularly wetland and water resources, within potentially affected areas and the functional connections between watershed ecosystems, water quality, wildlife habitat, estuarine habitat, fisheries, etc.
- Identify how each proposed alternative will avoid and minimize natural resource impacts, maintain watershed functions and protect water quality. Minimization should emphasize avoidance-oriented corridor alignments; wetland fill reductions via steep or vertically retained side slopes; and median width reductions within safety limits.
- Evaluate potential direct, secondary and cumulative impacts that may occur to identified natural resources. The study should address the proposed corridor alignments and fully evaluate all environmental and economic impacts of any unavoidable wetland losses.
- Describe any mitigation concepts that may be proposed to offset unavoidable impacts to wetlands, water quality or other natural resources.
- Evaluate a "No Build" alternative.

The Department further notes that it is unclear why this project did not go through the Efficient Transportation Decision Making (ETDM) process. The ETDM process creates and fosters coordination between land use, transportation, and environmental resource planning through early, interactive agency involvement. The project, as proposed, appears to have progressed rapidly through preliminary decision-making phases without resource agency consultation or involvement. The Department would strongly recommend immediate and continued coordination with state resource agencies to prevent potential disputes during subsequent phases of the project.

We appreciate the opportunity to comment on the Advance Notification. We request that future draft environmental documents prepared for this project be forwarded to the State Clearinghouse for interagency review. Further evaluation(s) of the project will be conducted during the environmental documentation and permitting stages, and future consistency will be based in part on adequate consideration of comments offered in this and subsequent reviews. Please call Ms. Lindy B. McDowell at (850) 245-2167 if you have any questions or need additional information.

cc: Barbara Ruth, Northwest District

Appendix M

Notice of Intent to Prepare an

Environmental Impact Statement

[4910-22]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

ENVIRONMENTAL IMPACT STATEMENT: GULF and BAY COUNTIES,
FLORIDA

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for a proposed highway project in Gulf and Bay Counties, Florida.

FOR FURTHER INFORMATION CONTACT: George Hadley, Environmental Programs Coordinator, Federal Highway Administration, 545 John Knox Road, Suite 200, Tallahassee, Florida 32303, Telephone: (850) 942-9650.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Florida Department of Transportation, will prepare an EIS for a proposal to provide a new highway, known as the Gulf Coast Parkway, in the regional transportation network in Gulf and Bay Counties, Florida. The proposed improvements would connect US 98 at CR 386 in Gulf County with US 98 (Tyndall Parkway) in Springfield and US 231 in Bay County, north of Panama City, utilizing a combination of existing roadway facilities and new roadway alignments. The distance of the proposed improvement is approximately 35 miles. The proposed highway would improve mobility and manage future traffic demand by providing additional infrastructure within the regional transportation network serving Bay and Gulf Counties. The proposed improvements would support economic development in Gulf County. The proposed highway would enhance regional connections to intermodal hubs (airports, seaports, and the intermodal distribution center), would provide an alternate route to US 98 through the Tyndall Air Force Base Reservation for national security purposes, and would be an additional route for hurricane evacuation.

Alternatives under consideration include 1) taking no action, and 2) 4-lane roadway alternatives on a combination of existing and new alignments.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in this proposal. A series of public meetings will be held in Gulf and Bay Counties between September 2007 and December of 2008. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be made available for public and agency review

and comment. A formal scoping meeting is planned in the project vicinity during the fall of 2007.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: October 1, 2007.

George Hadley
Environmental Programs Coordinator
Tallahassee, Florida

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement: Gulf and Bay Counties, Florida**

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for a proposed highway project in Gulf and Bay Counties, Florida.

FOR FURTHER INFORMATION CONTACT: Mr. George Hadley, Environmental Programs Coordinator, Federal Highway Administration, 545 John Knox Road, Suite 200, Tallahassee, Florida 32303. Telephone: (850) 942-9650.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Florida Department of Transportation, will prepare an EIS for a proposal to provide a new highway, known as the Gulf Coast Parkway, in the regional transportation network in Gulf and Bay Counties, Florida. The proposed improvements would connect U.S. 98 at CR 386 in Gulf County with U.S. 98 (Tyndall Parkway) in Springfield and U.S. 231 in Bay County, north of Panama City, utilizing a combination of existing roadway facilities and new roadway alignments. The distance of the proposed improvement is approximately 35 miles. The proposed highway would improve mobility and manage future traffic demand by providing additional infrastructure within the regional transportation network serving Bay and Gulf Counties. The proposed improvements would support economic development in Gulf County. The proposed highway would enhance regional connections to intermodal hubs (airports, seaports and the intermodal distribution center), would provide an alternate route to U.S. 98 through the Tyndall Air Force Base Reservation for national security purposes, and would be an additional route for hurricane evacuation.

Alternatives under consideration include (1) taking no action, and (2) 4-lane roadway alternatives on a combination of existing and new alignments. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in this proposal. A series of public meetings will be held in Gulf and Bay Counties between September 2007 and

December of 2008. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be made available for public and agency review and comment. A formal scoping meeting is planned in the project vicinity during the fall of 2007.

To ensure that a full range of issues related to the proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: October 25, 2007.

George B. Hadley,

*Environmental Programs Coordinator,
Tallahassee, Florida.*

[FR Doc. E7-21508 Filed 10-31-07; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION**Federal Motor Carrier Safety Administration****Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors**

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

TIME AND DATE: December 6, 2007, 11 a.m. to 2 p.m., Eastern Daylight Time.

PLACE: These meetings will take place telephonically. Any interested person may call Mr. Avelino Gutierrez at (505) 827-4565 to receive the toll free numbers and pass codes needed to participate in these meetings by telephone.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.

Dated: October 26, 2007.

William A. Quade,

Associate Administrator for Enforcement and Program Delivery.

[FR Doc. 07-5463 Filed 10-30-07; 3:42 pm]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****Notice and Request for Comments**

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Requirement (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection of information was published on August 23, 2007 (72 FR 48315).

DATES: Comments must be submitted on or before December 3, 2007.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 25, Washington, DC 20590 (telephone: (202) 493-6292), or Ms. Gina Christodoulou, Office of Support Systems Staff, RAD-43, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6139). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104-13, Section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On August 23, 2007, FRA published a 60-day notice in the **Federal Register** soliciting comment on ICRs that the agency was seeking OMB approval. 72 FR 48315. FRA received two comments after issuing this notice.

The first comment was submitted by Donald M. Hahs, National President, on behalf of the Brotherhood of Locomotive Engineers and Trainmen (BLET), who expressed whole hearted support for the proposed study. The BLET is a Division of the Rail Conference of the

Appendix N

Public Opinion Surveys



GULF COAST PARKWAY PUBLIC OPINION SURVEY

www.gulfcoastparkway.com



FPID No.: 410981-1-22-01

The Florida Department of Transportation (FDOT) is conducting a Project Development & Environment (PD&E) Study for a proposed new roadway (the Gulf Coast Parkway) that would connect US 98 in Gulf County with US 231 and US 98 (Tyndall Parkway) in Bay County. To ensure that FDOT understands your concerns, please complete the following survey. Providing information through this survey does not represent your endorsement of the project. All surveys must be mailed by August 31, 2008. Thank you for your participation.

To ensure the validity of this survey please provide your name and address below. This contact information will only be used by project staff to update our project mailing list.

Name: _____ Address: _____

City: _____ State: _____ Zip Code: _____

E-mail (optional): _____

PLEASE PRINT OR CIRCLE YOUR RESPONSE

In which county do you live:	<i>Gulf</i>	<i>Bay</i>	<i>Other:</i> _____									
How far do you commute to work (one-way)?	<i>1-20 miles</i>	<i>21-30 miles</i>	<i>30+ miles</i>									
How far do you commute to shopping?	<i>1-20 miles</i>	<i>21-30 miles</i>	<i>30+ miles</i>									
On average, how often each month do you travel to Gulf / Bay County?	<i>Less than 5 trips</i>	<i>5-10 trips</i>	<i>10+ trips</i>									
Would you travel to Gulf / Bay County more often if there was a more direct route?	<i>Yes</i>	<i>No</i>										
If you own a business, do you think the proposed project would be good or bad for your business?												
<i>Good for my business</i> <i>Bad for my business</i> <i>Don't know</i>												
If you traveled any of the alternative corridors north from US 98 to US 231, where would you most likely be headed?												
<i>To Panama City</i> <i>North of Panama City</i> <i>Other</i>												
Overall, are you in favor of this project?												
<i>Yes</i> <i>No</i> <i>Undecided</i>												
From the list below, circle your three most important issues regarding the project.												
<i>Roadway Congestion</i>	<i>Economic Improvement</i>	<i>Construction Schedule</i>										
<i>Traffic Noise</i>	<i>Waterway Navigation</i>	<i>Opportunities for Input on the Project</i>										
<i>Roadway Safety</i>	<i>Wetlands</i>	<i>Project Costs</i>										
<i>Hurricane / Emergency</i>	<i>Environment</i>	<i>Other (please specify):</i> _____										
<i>Potential Bridges</i>	<i>Wildlife and Habitat</i>											
<i>Residential / Business Relocations</i>	<i>Induced Growth</i>											
How would you prefer to get information on the Gulf Coast Parkway PD&E Study in the future?												
<i>Public Meetings</i>	<i>Mailings and Newsletters</i>	<i>Small Group Meetings</i>										
<i>Talking directly with a Project Team Member</i>	<i>Web Page (www.gulfcoastparkway.com)</i>											
Please choose your top 3 alternative corridors:												
<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>	<i>12</i>	<i>13</i>	<i>14</i>	<i>15</i>	<i>16</i>	<i>17</i>	<i>18</i>	<i>None</i>
Why do you consider these 3 corridors the best choices?				_____								

Thank you!

Please fold your survey on the dotted line on the back, seal with the enclosed sticker, and place in the mail.



GULF COAST PARKWAY PUBLIC OPINION SURVEY

www.gulfcoastparkway.com



FPID No.: 410981-1-22-01

The Florida Department of Transportation (FDOT) is conducting a Project Development & Environment (PD&E) Study for a proposed new roadway (the Gulf Coast Parkway) that would connect US 98 in Gulf County with US 231 and US 98 (Tyndall Parkway) in Bay County. To ensure that FDOT obtains your input, please complete the following survey. Providing information through this survey does not represent your endorsement of the project. All surveys must be mailed by November 16, 2009. Thank you for your participation.

To ensure the validity of this survey, please provide your name and address below. This contact information will only be used by project staff to update our project mailing list.

Name: _____ Address: _____
 City: _____ State: _____ Zip Code: _____
 E-mail (optional): _____

PLEASE PRINT OR CIRCLE YOUR RESPONSE

In which county is your business or residence located? *Gulf Bay Calhoun Other:* _____

Do you believe this project will induce growth in the area? *Yes No Don't Know*

Do you believe growth in the area will: *Be a benefit Not be a benefit Undecided*

If you own a business, do you think the proposed project would be good or bad for your business?

Good for my business

Bad for my business

Don't know

From the list below, circle the three greatest benefits regarding the project.

Economic Improvement
 Roadway Safety
 Hurricane / Emergency
 Induced Growth

Decreased Congestion
 Better Connectivity
 Tyndall Bypass
 Improved Travel Time

Other (please specify): _____

From the list below, circle the three greatest impacts regarding the project.

Increased Congestion
 Roadway Safety
 Property Relocations
 Induced Growth
 Potential Bridges

Project Costs
 Waterway Navigation
 Wetlands
 Wildlife and Habitat
 Other Environmental

Other (please specify): _____

Of the benefits and impacts you indicated above, which do you believe?

The benefits outweigh the impacts

The impacts outweigh the benefits

Undecided

If you traveled any of the alternative alignments north from US 98, which direction would you most frequently travel?

To US 231

To Tyndall Parkway (US 98)

If you continue to US 231, which alternative alignment do you believe is the best for this area?

8

14

15

17

19

If you continue west to Tyndall Parkway (US 98), which alternative alignment do you believe is the best for this area?

8

14

15

17

19

Please choose your top 2 alternative alignments: *8 14 15 17 19 None*

Why do you consider these 2 alternative alignments the best choices? _____

Overall, are you in favor of this project?

Yes

No

Undecided

Thank you!

Please submit your completed survey to a meeting staff member.

Appendix O

Maritime Archaeology Desktop Analysis

TECHNICAL MEMORANDUM
MARITIME ARCHAEOLOGY DESKTOP ANALYSIS
GULF COAST PARKWAY
BAY, GULF, AND CALHOUN COUNTIES, FLORIDA

CONSULTANT: Southeastern Archaeological Research, Inc.
428 E. Government Street, Pensacola, FL 32502
PRINCIPAL INVESTIGATOR: Andrew Roberts, MA, RPA
FINANCIAL MANAGEMENT NO.: 410981-1
CLIENT: Florida Department of Transportation, District 3
DATE: November 2012

In October 2012, Southeastern Archaeological Research, Inc. (SEARCH) completed a maritime archaeology desktop evaluation in support of the alternatives analysis for the Gulf Coast Parkway Project Development and Environment (PD&E) Study in Bay, Gulf, and Calhoun Counties, Florida (Figure 1). The project area consists of five alternative routes (Alternatives) for a proposed new highway that will connect US 98 in Gulf County and US 231 in Bay County.

The Area of Potential Effect (APE) defines the area within which any visual, audible, and atmospheric effects that the proposed construction project may have to historic properties will be considered. The APE defined for this project is an approximately 304.8-meter (1,000-foot) buffer centered on each crossing over a perennial water body.

SEARCH conducted the maritime study on behalf of the Florida Department of Transportation (FDOT), District 3, in order to identify any submerged cultural resources that are listed, or may be eligible for listing, in the National Register of Historic Places (NRHP). The Florida Master Site File (FMSF) database was reviewed for any previous surveys or previously recorded resources. In addition, SEARCH conducted a review of in-house databases relative to potential submerged cultural resources within the APE. The databases reviewed include:

- The National Oceanic and Atmospheric Administration (NOAA) Automated Wreck and Obstruction Information System (AWOIS);
- NOAA's Electronic Navigational Charts (ENC);
- 2006 NOAA Aids to Navigations (NavAids) and the 2007 US Coast Guard (USCG) Hazards to Navigation database; and
- The Global Maritime Wrecks Database (GMWD).

After completing the database review, SEARCH developed a predictive model based on archaeological, navigational, and other relevant data. Each Alternative was analyzed for its overall potential to contain submerged cultural resources. Recommendations are based on both the background research and the predictive model.

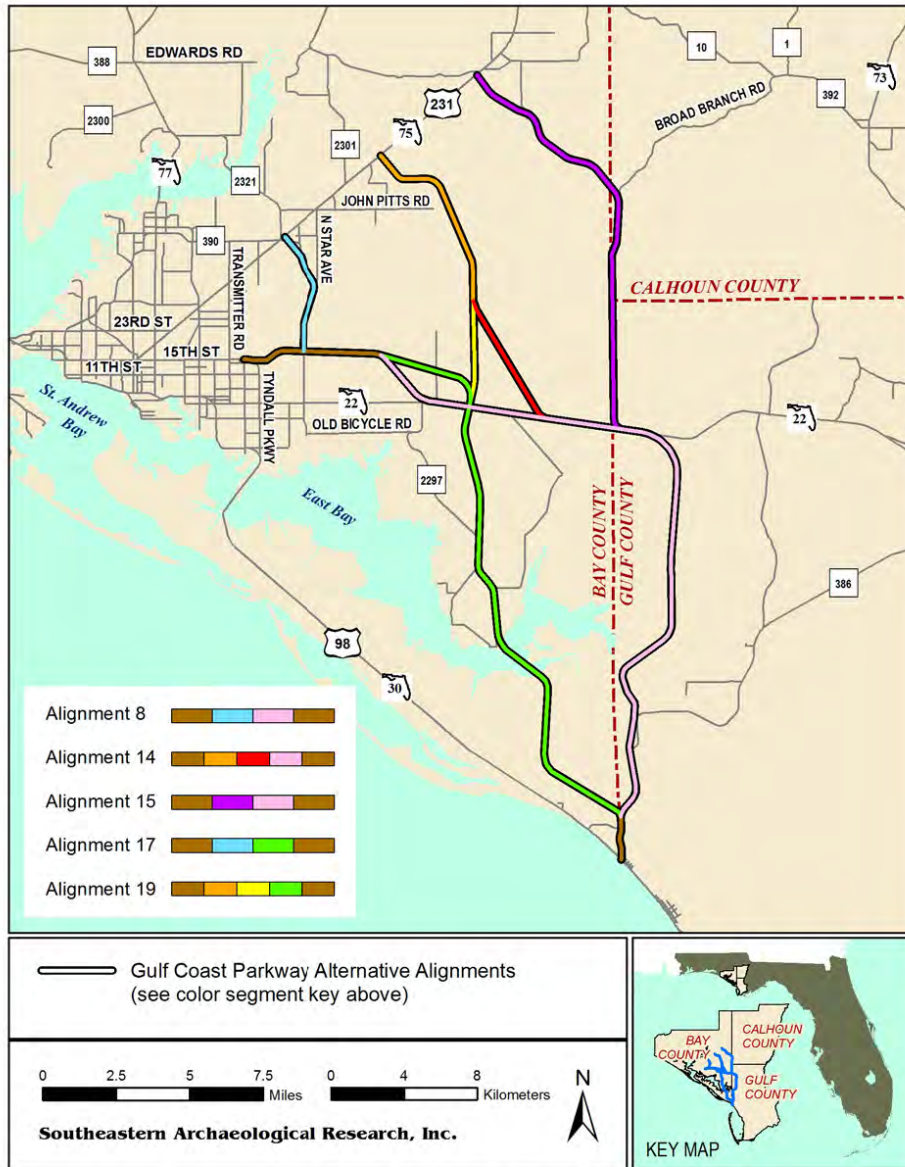


Figure 1. Project area location including the five Alternatives.

PROJECT ENVIRONMENT

The proposed Gulf Coast Parkway Project is located in southeastern Bay County, northwestern Gulf County, and southwestern Calhoun County, just southeast of the Panama City limits. Land use within the overall project area is primarily related to agriculture, with scattered residential developments. Water bodies within the project area consist mainly of small perennial drainages, though a portion of the East Bay is also included.

HISTORIC CONTEXT

This historic context is intended to provide a general overview of the history of the multi-county region (Bay, Gulf, and Calhoun Counties) in which the Gulf Coast Parkway project area is located. The first Europeans to make contact along the northern Gulf Coast included Spain during the early sixteenth century. The Spanish claimed present-day Florida and much of the southeast for Spain; however, no permanent settlements were established in the area. Instead, the Spanish focused colonization efforts at what is now St. Augustine and Pensacola.

Other Europeans challenged Spain's claim to Florida during the seventeenth and eighteenth centuries. In 1717, the French established a small fort at a site that historians believe was located at Mexico Beach in coastal Bay County or Port St. Joe in Gulf County (Hutchinson n.d.). Dubbed Fort Crevecoeur, the establishment of this fort angered the Spanish. However, not long after the fort was established, the French chose to abandon the position and instead focus on the Mississippi coastal region.

By the mid-eighteenth century, Great Britain proved to be the strongest force in the region. The British acquired Florida in 1763 and began to carefully map extensive sections of the Gulf Coast region (Ware 1982:14). In 1766, Florida's west coast was surveyed from Pensacola to Cape San Blas, including St. Andrews Bay, which lies to the east and the south of the current project area. The cartographer George Gauld considered the extensive harbor of St. Andrews Bay to be of limited importance to the British Navy because of its sandbars and narrow channels (Ware 1982:64). Regardless, British settlers are believed to have found the area useful. Between 1780 and 1783, the British reportedly built a settlement in what is now Bay County at a town called Wells, although some historians dispute this claim (Womack 1994). Wells is thought to have been located where Panama City is today.

Spain regained the Florida territory in 1783 and held it until 1821, but established no settlement in the area. The panhandle, with the exception of the Pensacola area, was not economically developed until after it became an American territory in 1821. The first towns of Bay Head, Econfinia, and Old Town (St. Andrews) were founded in the 1820s. When Florida became an American territory, this area was part of Escambia County. Through the nineteenth and early twentieth centuries, the state legislature approved the creation of new counties that included the project area: Jackson (1822), Washington (1825), and Bay (1913).

John Lee Williams, a Pensacola lawyer who wrote about the Florida Territory in the 1820s, described the area. "It is a misshapen tract of worthless land, in general," he wrote. "This county acknowledges no civil authorities, nor laws. It owes its origin to political quackery alone." Williams provided exception to his "worthless land" view, including a "few hammocks on St. Andrew's bay, the south edges of Oak and Hickory hills, a part of Holmes valley, and the borders of Econfinia river" (Williams 1976:86 [1827]).

Early nineteenth-century industries in the panhandle of Florida included indigo, naval stores, fishing, and salt making. Timber milling was the major industry in the Bay County area after the first sawmill was built on Watson Bayou, west of Panama City, in 1836. This led to the growth of a community called Millville (Womack 1994). Fishermen were active on St. Andrews Bay and Easy Bay throughout the nineteenth and twentieth centuries.

By the Civil War (1861–1865), the region remained a sparsely populated wilderness (State of Florida 1945:10). The main settlements, including Vernon (founded in the 1850s), were located primarily inland. Much of panhandle Florida, including what is now Bay County and its neighboring counties, became a haven to Confederate deserters, who could pass unnoticed through the backwoods (Johns 1963:161). Sometimes the deserters joined forces, becoming armed groups that disrupted the Union Army's postal service, destroyed railroad trestles, burned bridges, and cut telegraph lines (Johns 1963:164).

Union Brigadier General Alexander Asboth reported on an expedition through the area in September 1864 (US War Department 1891:443–445). Asboth, along with 700 men, marched from Pensacola to Marianna. Along the way, Asboth destroyed Douglass Ferry on the Choctawhatchee River. After defeating the Confederates at Marianna, the Union troops returned through the area, sacking the small inland towns of Orange Hill and Vernon (Askew 1967).

The area remained rural in the post-Civil War era, although there were notable advancements in the period, including the establishment of 12 schools in the area. Constructed through the county in 1882, the Pensacola and Atlantic Railroad provided transportation to the central part of the county. The Choctawhatchee River provided the primary transportation for agricultural, timber, and naval resources prior to the railroad's arrival. To a lesser degree, this maritime traffic plied the waters of Easy Bay (Lanier 1973:150 [1875]; Webb 1885:114). Beeswax and honey were also produced. The county's farmers began experimenting in sheep farming. Land in the county ranged from \$1 to \$10 an acre, and the average farmer paid \$5 to \$10 an acre to have the property cleared. Two water-powered and three steam-powered sawmills operated in the area (Robinson 1882:186).

Wanton Webb, a promoter of Florida settlement, stated that area residents at the time were "noted for their hospitality, and will extend a hearty welcome to all strangers, irrespective of political opinion, who come to seek homes and who are honest and industrious" (Webb 1885:114). The primary communities during the 1880s were Caryville, with a population of 50; Chipley, with a population of 300; Miller's Ferry, with a population of 50; and Vernon, for which

Webb provided no population data (Webb 1885:114). The primary exports by the 1880s were cotton, timber, and cattle (Norton 1892:101).

The timber industry flourished in the 1880s when railroads began to reach the region. Water transport of timber thereby became less common. The St. Andrews Lumber Company reestablished the mill on Watson Bayou, and the town of Millville was resettled (Womack 1994). The West Bay Lumber and Naval Stores Company attracted settlers to the town of West Bay in 1890. Two major railroads reached St. Andrews Bay in 1908, greatly expanding the fish and timber markets.

The largest timber company in the region was the German-American Lumber Company. This German-American alliance ceased with the outbreak of World War I, and the company was subsequently bought by the St. Andrews Bay Lumber Company (Womack 1994). The largest economic contributors to the region were naval stores companies. The McKenzie and Vickers Turpentine Company was one of the largest in the area, maintaining four stills, including one at Burnt Mill Creek (Womack 1998). The St. Andrews Bay region was one of the largest naval-stores-producing areas in the United States in the early twentieth century.

Panama City was platted on the shores of St. Andrews Bay in 1905. George W. West founded the city and gave the town its name because it was in a direct line between Chicago and the Panama Canal Zone (Morris 1995:190). Present-day Bay County was formed in 1913 (Carswell 1991:30), and by 1913 paper mills opened near the mouth of St. Andrews Bay. The first municipal airport in Bay County opened in 1938.

World War II bolstered the economy of the area and the panhandle as a whole. The federal government contracted with Panama City's Wainwright Company to build ships for the war effort. During the war years, the company employed 15,000 workers, nearly doubling the population of the county. Wainwright constructed approximately 108 ships during the period (Mormino 1996:328). Tyndall Air Field opened in January 1941 as a gunnery range, and thousands trained at the field during the war. In 1948, it became known as Tyndall Air Force Base. Panama City Beach and the coastal communities of Bay County were developed as tourist destinations by the 1950s. The lands north of St. Andrews Bay are still relatively undeveloped, with large tracts of state forests and state wildlife management areas.

CULTURAL RESOURCE ANALYSIS

Previous cultural resource surveys were reviewed for each Alternative, including the presence of previously recorded submerged cultural resources. Each Alternative is presented separately, with individual water crossings identified and any associated cultural resources listed.

Alternative 8

Alternative 8 crosses nine different perennial drainages throughout the project area (**Table 1; Figure 2**). No previous cultural resource surveys were identified within the APE of Alternative 8. No submerged cultural resources have been recorded within the APE of Alternative 8.

Table 1. Water Crossings on Alternative 8 and Identified Cultural Resources.

Water Body	Identified Cultural Resources
Boggy Creek	None
Callaway Creek	None
Cooks Bayou	None
Gude Branch	None
Horseshoe Creek	None
Joe Lamb Branch	None
Little Sandy Creek	None
Sandy Creek	None
Wetappa Creek	None

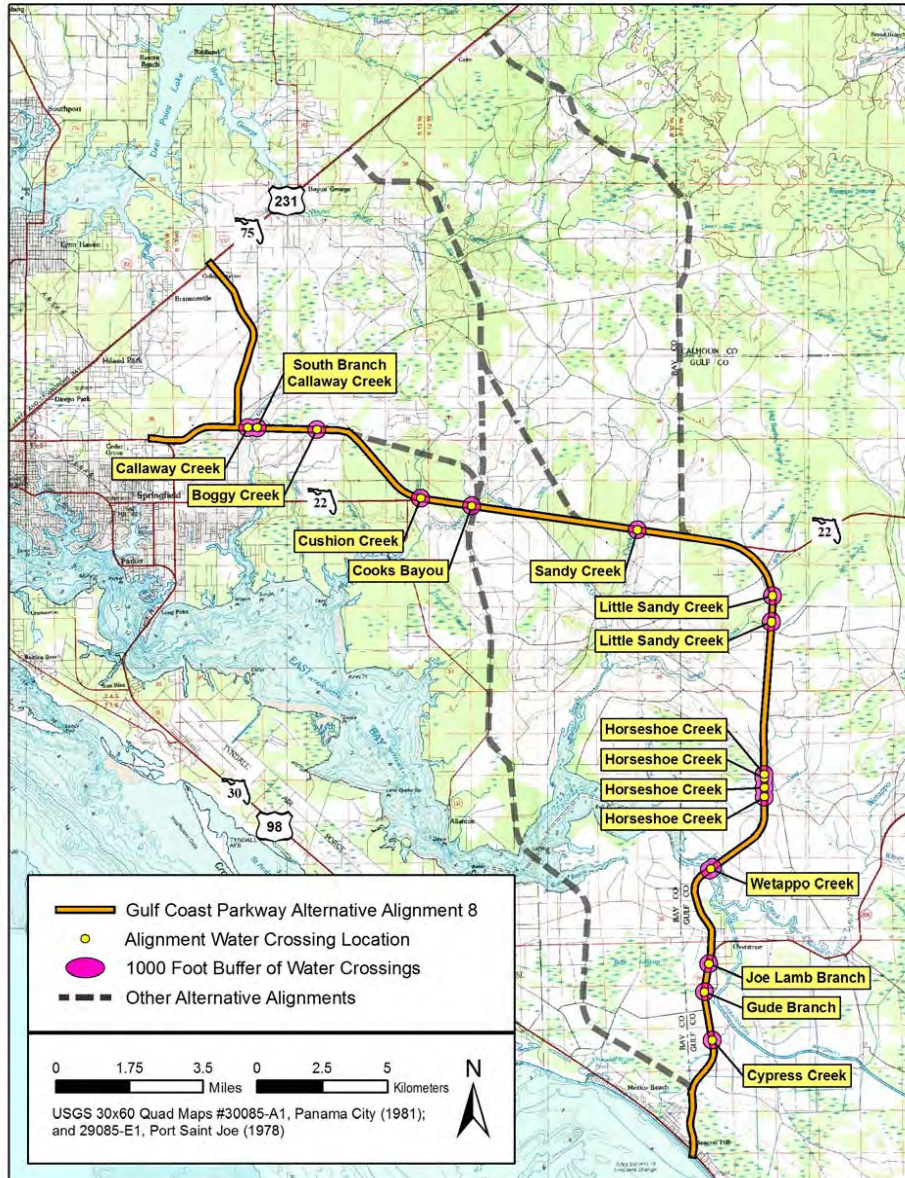


Figure 2. Alternative 8 alignment and associated water crossing locations.

Alternative 14

Alternative 14 crosses 13 different perennial drainages throughout the project area (**Table 2; Figure 3**). No previous cultural resource surveys were identified within the APE of Alternative 14. No submerged cultural resources have been recorded within the APE of Alternative 14.

Table 2. Water Crossing on Alternative 14 and Identified Cultural Resources.

Water Body	Identified Cultural Resources
Bayou George Creek	None
Beefwood Branch	None
Big Branch	None
Boggy Creek	None
Callaway Creek	None
Cooks Bayou	None
Gude Branch	None
Horseshoe Creek	None
Joe Lamb Branch	None
Little Sandy Creek	None
Olivers Creek	None
Sandy Creek	None
Wetappo Creek	None

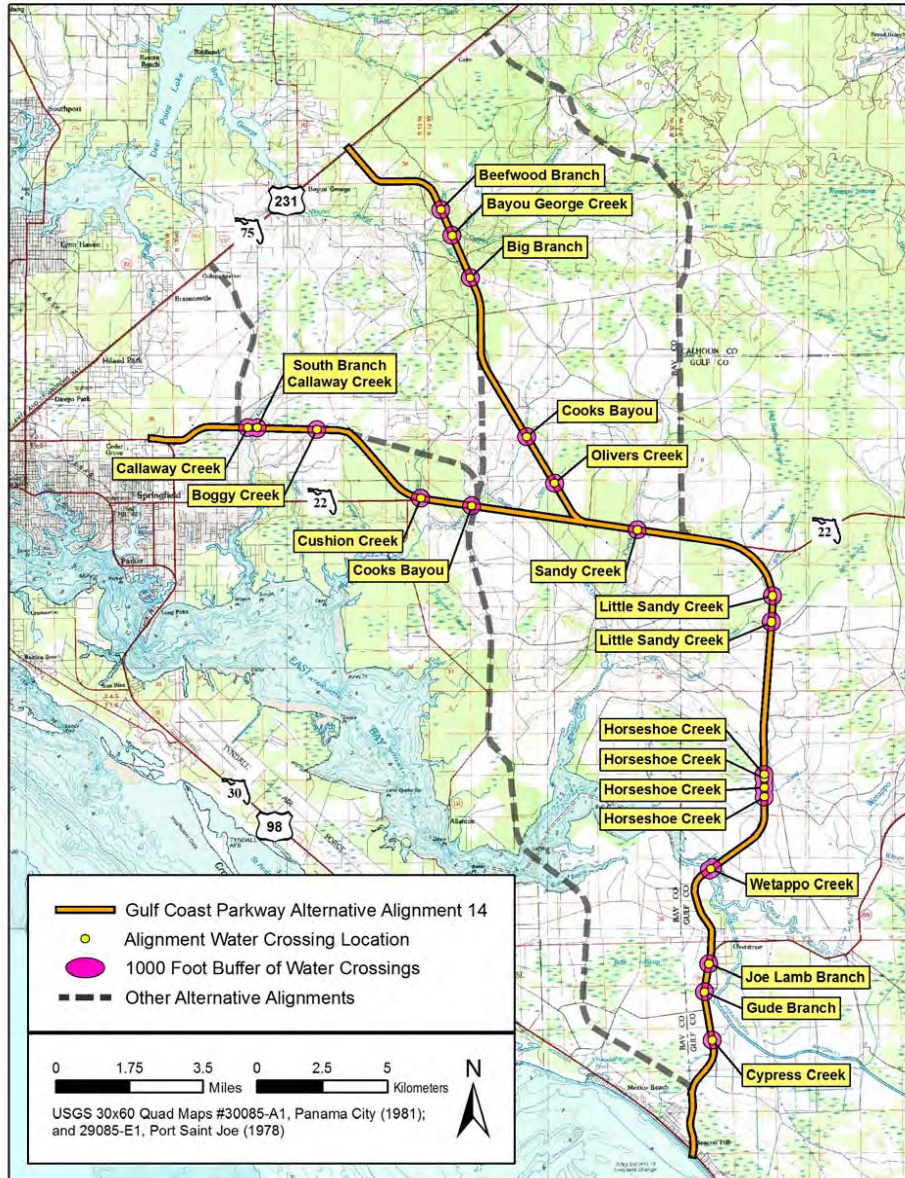


Figure 3. Alternative 14 alignment and associated water crossing locations.

Alternative 15

Alternative 15 crosses nine different perennial drainages throughout the project area (**Table 3; Figure 4**). No previous cultural resource surveys were identified within the APE of Alternative 15. No submerged cultural resources have been recorded within the APE of Alternative 15.

Table 3. Water Crossings on Alternative 15 and Identified Cultural Resources.

Water Body	Identified Cultural Resources
Boggy Creek	None
Callaway Creek	None
Cooks Bayou	None
Gude Branch	None
Horseshoe Creek	None
Joe Lamb Branch	None
Little Sandy Creek	None
Sandy Creek	None
Wetappo Creek	None

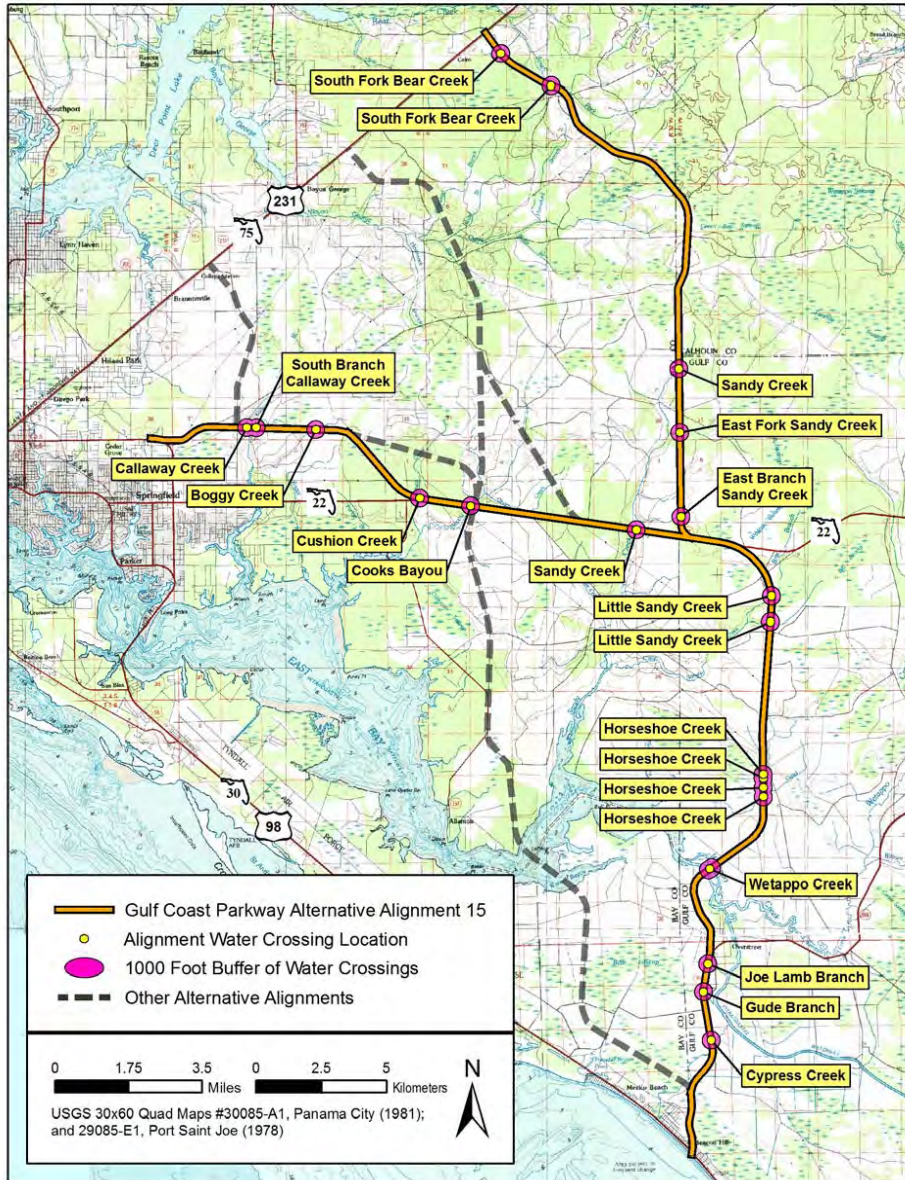


Figure 4. Alternative 15 alignment and associated water crossing locations.

Alternative 17

Alternative 17 crosses four different perennial drainages throughout the project area (**Table 4; Figure 5**). No previous cultural resource surveys were identified within the APE of Alternative 17. One potential submerged cultural resource was identified within the APE of Alternative 17 (**Figure 6**). The resource is recorded as a "Dangerous Wreck" and a "25 ft fishing vessel" on NOAA's Electronic Navigational Charts. Based on further background research, it is SEARCH's opinion that the vessel is modern and is therefore not culturally significant.

Table 4. Water Crossings on Alternative 17 and Identified Cultural Resources.

Water Body	Identified Cultural Resources
Boggy Creek	None
Callaway Creek	None
Cooks Bayou	None
East Bay	Unnamed fishing vessel

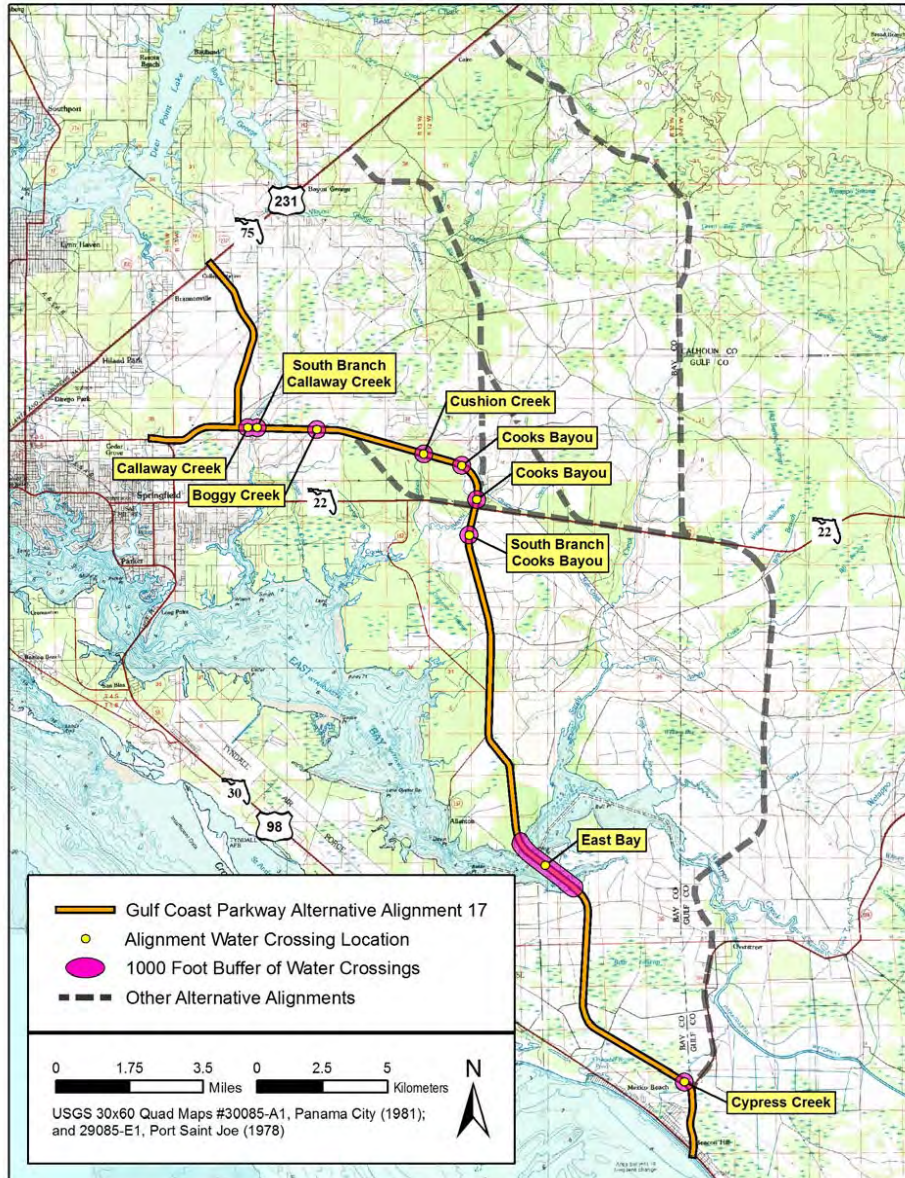


Figure 5. Alternative 17 alignment and associated water crossing locations.

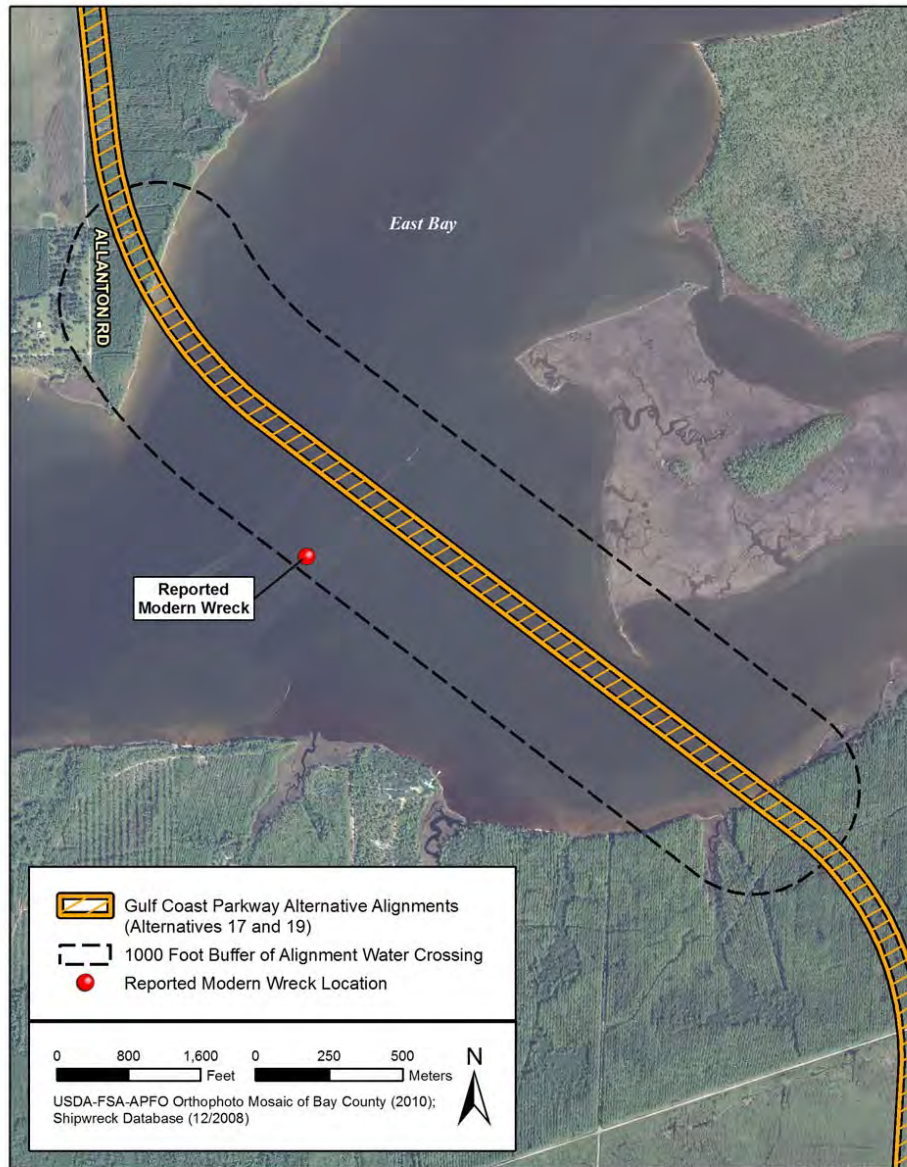


Figure 6. Shipwreck location within APE of Alternatives 17 and 19 (as reported by NOAA's Electronic Navigational Charts).

Alternative 19

Alternative 19 crosses seven different perennial drainages throughout the project area (Table 5; Figure 7). No previous cultural resource surveys were identified within the APE of Alternative 19. One potential submerged cultural resource was identified within the APE of Alternative 19 (see Figure 6). The resource is recorded as a "Dangerous Wreck" and a "25 ft fishing vessel" on NOAA's Electronic Navigational Charts. This resource is the same shipwreck that was identified on Alternative 17 (discussed above). Based on further background research, it is SEARCH's opinion that the vessel is modern and is therefore not culturally significant.

Table 5. Water Crossings on Alternative 19.

Water Body	Associate Cultural Resources
Bayou George Creek	None
Beefwood Branch	None
Big Branch	None
Boggy Creek	None
Callaway Creek	None
Cooks Bayou	None
East Bay	Unnamed fishing vessel

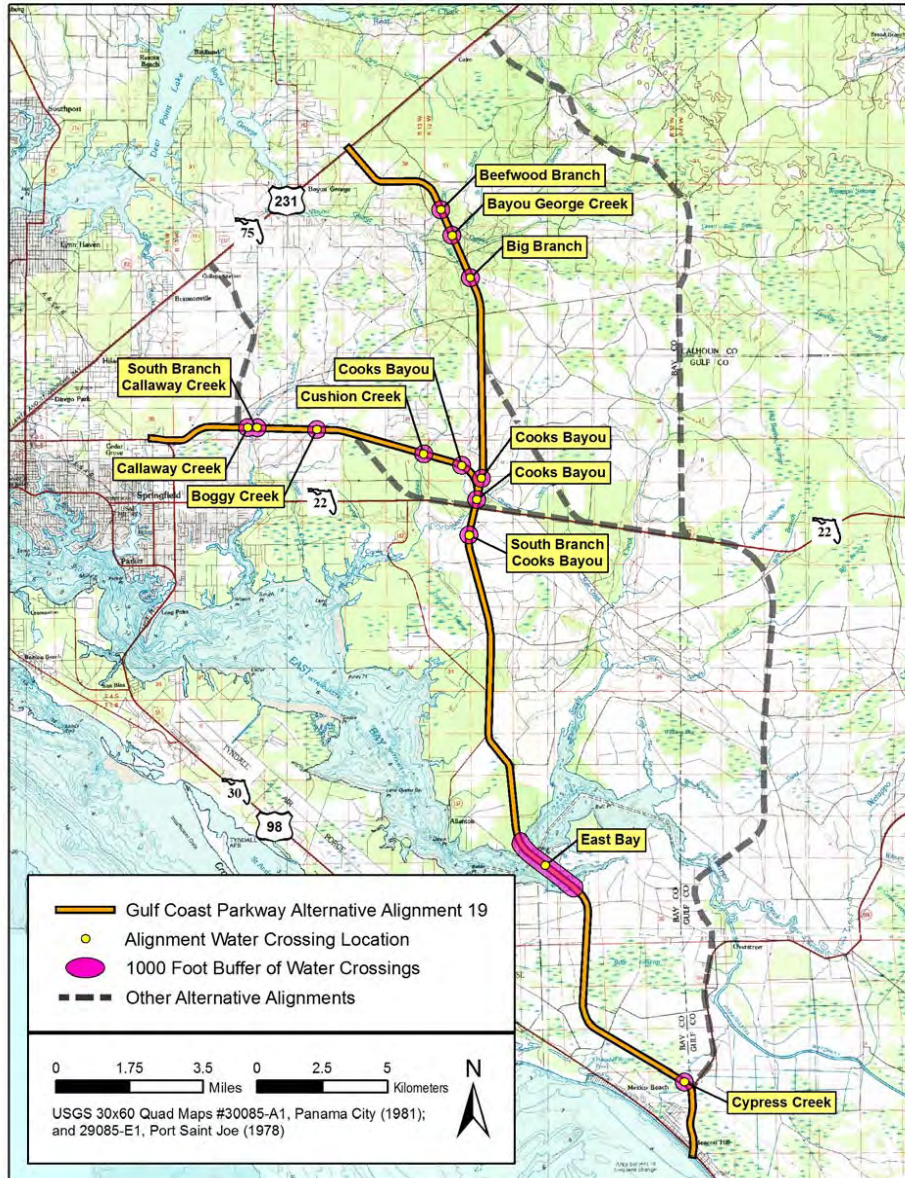


Figure 7. Alternative 19 alignment and associated water crossing locations.

PREDICTIVE MODELING

A predictive model can assist in determining the probability of shipwrecks within a given area by applying a set of established criteria. The patterning and distribution of shipwrecks lost in the open sea versus those lost near shore has been addressed by numerous authors. These include Bascom (1971), Coastal Environments, Inc. (1977), Garrison et al. (1989), Marx (1971), and Muckelroy (1978):

Marx estimated that approximately 98 percent of all shipping losses in the western hemisphere prior to 1825 occurred in less than 10 m of water. Coastal Environment Inc.'s authors follow this proposition. . . . Muckelroy suggested that the 10 m boundary probably underestimated the potential for deepwater archaeology. Bascom concluded from a study of 19th century losses at Lloyds of London that about 20 percent of all sinkings occur away from the coast. This figure probably better approximates the correct order of magnitude from all sinkings in the open sea at any period. The data in this study [Garrison et al. 1989] support Bascom. An inspection of our shipwreck distribution plots [within the Gulf of Mexico] shows that 75 percent of shipwrecks occur in nearshore waters and the remainder in the open sea (Garrison et al. 1989).

The employment of a predictive model can help differentiate the potential for submerged cultural resources within the various Alternatives by applying additional criteria. Larry Pierson, who developed the predictive model, suggests that:

Predicting the occurrence of shipwrecks . . . is a relatively complicated matter. Certainly where ship traffic is concentrated there will be more losses. When concentrated traffic occurs near navigational hazards such as islands, headlands, or submerged rocks, an increased frequency of ship losses can be expected. If these factors coincide with areas which have a high preponderance for the occurrence of foul weather or fog, an even greater frequency of accidents can be expected. But wrecks may occur even where traffic is not concentrated or when the weather is clear, i.e., ships have been lost at sea in clear, calm weather (Pierson 1987).

Pierson developed a predictive model based on a point system, where the higher point value assumes a higher probability for submerged cultural resources. The predictive model assigns points to various criteria including ports/anchorage, obstructions/hazards, shipping routes, and known archaeological sites.

The predictive model criteria and point system includes:

- Port or anchorage* = 1 point
- Obstruction or other hazard** = 1 point

- Designated shipping route*** = 1 point
- One or fewer shipwreck sites per km² = 1 point
- One or two shipwreck sites per km² = 2 points
- More than two shipwreck sites per km² = 3 points

- * Approach as delineated by NOAA as of 1980.
 ** Within view of a lighthouse, buoy, or other warning device.
 *** Within the confines of the designated route.

These point criteria can be applied to each individual Alternative within the current project area. These criteria assume that there is a higher probability of a vessel loss near a port/anchorage, near an obstruction/navigational hazard, or near a designated shipping route. This model also takes into account that if other known shipwreck sites are nearby, the probability increases for additional sites to be located in that area.

After applying the designated criteria to each of the Alternatives within the project area and adding the results, a total point value can be assigned. The higher the total points, the greater the likelihood for submerged cultural resources within that area. Results of the predictive model indicate that the Alternatives have an overall low to moderate probability for submerged cultural resources (Table 6).

Table 6. Predictive Model Results.

Port or Anchorage	Obstruction or Other Hazard	Designated Shipping Route	One or Fewer Shipwrecks per km ²	One or Two Shipwrecks per km ²	More than Two Shipwrecks per km ²	Total
Alternative 8						
0	0	0	1	0	0	1
Alternative 14						
0	0	0	1	0	0	1
Alternative 15						
0	0	0	1	0	0	1
Alternative 17						
0	0	1	1	0	0	2
Alternative 19						
0	0	1	1	0	0	2

Alternatives 8, 14, and 15 have a lower potential for submerged cultural resources due to their primary location within small perennial drainages that were never designated shipping routes or heavily trafficked water bodies. Alternatives 17 and 19 have a moderate probability due to their inclusion of East Bay and its history of marine traffic.

CONCLUSION AND RECOMMENDATIONS

SEARCH conducted the current maritime study on behalf of FDOT District 3 in order to identify any submerged cultural resources that are listed, or may be eligible for listing, in the NRHP. The FMSF database was reviewed for any previous surveys or previously recorded resources. In addition, SEARCH conducted a review of in-house databases relative to potential submerged cultural resources within the APE. The databases reviewed include:

- NOAA Automated Wreck and Obstruction Information System (AWOIS);
- NOAA's Electronic Navigational Charts;
- 2006 NOAA Aids to Navigations (NavAids) and 2007 US Coast Guard (USCG) Hazards to Navigation database; and
- Global Maritime Wrecks Database (GMWD).

After completing the database review, SEARCH conducted a predictive model based on archaeological, navigational, and other relevant data. Each Alternative was analyzed for its overall potential to contain submerged cultural resources.

Predictive models were first developed by terrestrial archaeologists interested in identifying the location of human habitations based on the analysis of environmental conditions within a given region. Archaeologists postulated that analyzing conditions around known sites could establish a set of variables that could be applied elsewhere to assist in locating new sites. Others believe that predictive modeling has severe limitations and that regulatory agencies will use these "models to authorize disturbance and development of substantial areas under the potentially erroneous assumption that they contain no significant archaeological sites" (Mather and Watts 2002). Mather and Watts address the limitations of predictive models with regard to shipwrecks:

If predictive modeling on land is contentious, it promises to be even more so underwater. The location of shipwrecks is clearly not behaviorally based in the same way as human settlement. The human decision-making component for underwater sites is considerably more limited; a captain's choice about where to sink is marginal at best. Neither do we know all the factors that determine shipwreck locations. Many stretches of water are dynamic and change over time. Ships are mobile. Also, there may be a considerable array of random factors such as storms, fires, and battles that help determine the patterns of vessel losses. Given the historically high usage of some stretches of water, it may be difficult to eliminate the possibility of shipwrecks in any unsurveyed or undisturbed areas (Mather and Watts 2002).

Suggestions to alleviate the nonconformity of shipwreck patterns include a GIS-based archaeological sensitivity analysis as an alternative. Establishment of GIS-based sensitivity zones

is useful to cultural resource managers who could quickly identify unsurveyed areas that may contain submerged cultural resources. Mather and Watts suggest that:

By overlaying data such as historic and archaeological sites, hazards to navigation, dredging activity, and remote sensing data, researchers can divide water systems into sensitivity zones. The advantage of archaeological sensitivity analysis is that it correlates directly with known data. Areas of highest sensitivity incorporate known archaeological sites; areas of lowest sensitivity have been surveyed by reputable researchers and are known to contain no archaeological sites. The unknown remains unknown, and no probability ratings are assigned to areas as a result of archaeological sensitivity analysis (Mather and Watts 2002).

With this said, results from the database review and subsequent application of a predictive model identified the potential for submerged cultural resources within each of the five Alternatives. Review of available databases identified one known wreck and no obstructions, archaeological sites, occurrences, or sites marked as "unknown." The only reported wreck was identified in the East Bay within the APE of Alternatives 17 and 19. Subsequently, Alternatives 17 and 19 have been identified as having a moderate potential for submerged cultural resources. Application of the predictive model indicates an overall low potential for submerged cultural resources within Alternatives 8, 14, and 15

Based on the background review and the predictive model, SEARCH recommends that if Alternative 17 or 19 is selected as the preferred Alternative, a marine remote-sensing survey should be conducted for the East Bay water crossing. This crossing contains the potential for submerged cultural resources due to its history as a navigable waterway and the presence of one reported modern wreck. None of the other water crossings were identified as containing potential for submerged cultural resources. Due to the low potential for submerged cultural resources on the remaining Alternatives, SEARCH recommends no further work for Alternatives 8, 14, and 15.

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n.d. Electronic document, <http://www.nauticalcharts.noaa.gov/hsd/awois.html>.

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n.d. Electronic document, <http://www.nauticalcharts.noaa.gov/mcd/enc/>.

National Oceanic and Atmospheric Administration Aids to Navigation (NavAids)

2006 Database provided by Services Unlimited, Hammond, Louisiana. On file, Services Unlimited, Hammond, Louisiana.

US Coast Guard Hazards to Navigation

2007 Database provided by Services Unlimited, Hammond, Louisiana. On file, Services Unlimited, Hammond, Louisiana.

Appendix P

Navigation Information

Photographs of Existing Bridges

US 98/DuPont Bridge

CR 386/Overstreet Bridge

Pleasant Rest Road/Wetappo Creek Bridge

Photographs of Wetappo Creek

Photographs of Vessels Utilizing Wetappo Creek

US 98/DuPont Bridge

TO BE PROVIDED

CR 386/Overstreet Bridge



Pleasant Rest Road/Wetappo Creek Bridge



Photographs of Wetappo Creek







Photographs of Vessels on Wetappo Creek











Appendix Q

Planning Consistency Documentation

Planning Requirements for Environmental Document Approvals with Segmented Implementation

Document Information:					
Date: 7/30/2013		Document Type: EIS		Document Status: Draft	
Project Name: Gulf Coast Parkway				FM #: 410981-4, 410981-5, 410981-6, 410981-7, 410981-8, 410981-9	
Project Limits: From US 98 in Gulf County to US 231 and US 98 (Tyndall Parkway) in Bay County				ETDM #: 7559	
Are the limits consistent with the plans? Yes					
Identify MPO(s) (if applicable): Bay County Transportation Planning Organization				Original PD&E FAP# N/A	
Segment Information: FDOT Work Program Segment 3					
Segment Limits: From intersection of US 98 and CR 386 north along existing CR 386 for 1.6 miles until the intersection of the proposed Gulf To Bay Highway				Segment FM #: 410981-3	
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed Gulf Coast Parkway from US 98 in Gulf County to US 231 and US 98 (Tyndall Parkway) is consistent with the Bay County TPO 2035 Long Range Transportation Plan. TTP/STIP/LRTP CFP modification is in process.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	0	N/A	This project is identified in the LRTP Needs Assessment.
R/W	N	N	0	N/A	This project is identified in the LRTP Needs Assessment.
Construction	N	N	0	N/A	This project is identified in the LRTP Needs Assessment.
Segment Information: FDOT Work Program Segment 4					
Segment Limits: From intersection of CR 386 and proposed Gulf to Bay highway west and then northwest along new alignment until the southern approach of proposed bridge over East Bay				Segment FM #: 410981-4	
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed Gulf Coast Parkway from US 98 in Gulf County to US 231 and US 98 (Tyndall Parkway) is consistent with the Bay County TPO 2035 Long Range Transportation Plan. TTP/STIP/LRTP CFP modification is in process.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	0	N/A	This project is identified in the LRTP Needs Assessment.
R/W	N	N	0	N/A	This project is identified in the LRTP Needs Assessment.
Construction	N	N	0	N/A	This project is identified in the LRTP Needs Assessment.
Segment Information: FDOT Work Program Segment 5					
Segment Limits: From southern approach of proposed bridge over East Bay to northern approach of bridge				Segment FM #: 410981-5	
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed Gulf Coast Parkway from US 98 in Gulf County to US 231 and US 98 (Tyndall Parkway) is consistent with the Bay County TPO 2035 Long Range Transportation Plan. TTP/STIP/LRTP CFP modification is in process.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	0	N/A	This project is identified in the LRTP Needs Assessment.
R/W	N	N	0	N/A	This project is identified in the LRTP Needs Assessment.

Construction	N	N	D	N/A	This project is identified in the LRTP Needs Assessment.
Segment Information: FDOT Work Program Segment 6 Segment Limits: From northern end of approach to proposed bridge over East Bay north on new alignment until reaches CR 2297. Travels north over existing CR 2297 until it diverges into Old Allamon Road/Kenner Road and then continues north over existing Old Allamon/Kenner Road until it intersects SR 22. Segment FM #: 410981-6					
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed Gulf Coast Parkway from US 98 in Gulf County to US 231 and US 98 (Tyndall Parkway) is consistent with the Bay County TPO 2035 Long Range Transportation Plan. TIP/STIP/LRTP CFP modification is in process.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	D	N/A	This project is identified in the LRTP Needs Assessment.
R/W	N	N	D	N/A	This project is identified in the LRTP Needs Assessment.
Construction	N	N	D	N/A	This project is identified in the LRTP Needs Assessment.
Segment Information: FDOT Work Program Segment 7 Segment Limits: From SR 22 on new alignment north of and parallel to SR 22 to intersection of Star Avenue and Tram Road. Segment FM #: 410981-7					
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed Gulf Coast Parkway from US 98 in Gulf County to US 231 and US 98 (Tyndall Parkway) is consistent with the Bay County TPO 2035 Long Range Transportation Plan. TIP/STIP/LRTP CFP modification is in process.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	D	N/A	This project is identified in the LRTP Needs Assessment.
R/W	N	N	D	N/A	This project is identified in the LRTP Needs Assessment.
Construction	N	N	D	N/A	This project is identified in the LRTP Needs Assessment.
Segment Information: FDOT Work Program Segment 8 Segment Limits: From Star Avenue travelling west 0.7 mile on new alignment to Tram Road, then along Tram Road approximately 0.5 mile, then southwest on new alignment to a new intersection with US 98 (Tyndall Parkway) approximately 1,000 feet south of the existing Tram Road/US 98 (Tyndall Parkway) intersection. Includes widening of US 98 (Tyndall Parkway) to six lanes in the vicinity of the new Gulf Coast Parkway/US 98 (Tyndall Parkway) intersection to accommodate turning movements. Segment FM #: 410981-8					
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed Gulf Coast Parkway from US 98 in Gulf County to US 231 and US 98 (Tyndall Parkway) is consistent with the Bay County TPO 2035 Long Range Transportation Plan. TIP/STIP/LRTP CFP modification is in process.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	D	N/A	(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
R/W	N	N	D	N/A	(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
Construction	N	N	D	N/A	(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
Segment Information: FDOT Work Program Segment 9 Segment Limits: From intersection of Star Avenue and Segment 8 of the Gulf Coast Parkway, north along existing Star Avenue 2.1 miles until turning northwest on new alignment to travel 2.35 miles to intersect with US 231. Includes construction of a flyover and new intersection configuration with US 231, CR 220, and SR 2321. Segment FM #: 410981-9					

Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed Gulf Coast Parkway from US 98 in Gulf County to US 291 and US 98 (Vandal Parkway) is consistent with the Bay County TPO 2035 Long Range Transportation Plan. T10/STIP/LRTP CFP modification is in process.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	0	N/A	This project is identified in the LRTP Needs Assessment.
R/W	N	N	0	N/A	This project is identified in the LRTP Needs Assessment.
Construction	N	N	0	N/A	This project is identified in the LRTP Needs Assessment.

FDOT Preparer's Name: _____

Date: _____ Phone #: _____

Preparer's Signature: _____

Email: _____

*Attach: LRTP, TIP, STIP pages

Appendix R

Joint Application for Environmental Resources Permit – Section A

Form #62-346.900(1)
Form Title: Joint Application for Environmental
Resource Permit / Authorization to Use
State-Owned Submerged Lands / Federal
Dredge & Fill Permit in Northwest Florida.
Effective Date: November 1, 2010
Minor corrections incorporated January 16, 2011
Incorporated by reference in 62-346.070(2)(a), F.A.C.

**JOINT APPLICATION FOR
ENVIRONMENTAL RESOURCE
PERMIT /
AUTHORIZATION TO USE STATE-
OWNED SUBMERGED LANDS /
FEDERAL DREDGE AND FILL PERMIT
IN NORTHWEST FLORIDA**

Note: Do NOT use this form for Notice of Intent to Use a Noticed General Permit!

Applications to the Northwest Florida Water Management District may be
completed online.

The Department only accepts paper applications at this time.

Effective November 1, 2010



November 1, 2010



INTRODUCTION

FORMS AND ATTACHMENTS

This form must be used to apply for an individual permit to construct, alter, operate, maintain or repair (excluding routine, custodial maintenance), abandon, or remove a surface water management system under Section 373.4145(1), F.S., and Chapter 62-346, F.A.C., within the geographic limits of the Northwest Florida Water Management District ("NFWFMD"). Activities that require an individual permit are described in Rule 62-346.050, F.A.C., and section 3 of Applicant's Handbook Volume I. These activities also are summarized in Attachment 3 of this form.

PROCESSING AGENCY

Responsibilities for reviewing and taking agency action on surface water management applications under Section 373.4145(1), F.S., and Chapter 62-346, F.A.C., have been divided between the Department of Environmental Protection ("Department") and the NFWFMD in accordance with the Operating Agreement adopted by reference in Rule 62-346.091, F.A.C. A copy of the Operating Agreement is in Appendix 1 of Applicant's Handbook I, and also is available at the offices of the Department's Northwest District and the NFWFMD, and on the Internet sites of the Department and NFWFMD at: <http://www.dep.state.fl.us/water/wetlands/erp/rules/guide.htm>, and <http://www.nwfwmd.state.fl.us/permits/permit-ERP.html>. The division of responsibilities is summarized in Attachment I.

SUBMITTAL AND FEES

All information requested in Sections A through F, as applicable, of this form should be completed together with location map(s) of sufficient detail to allow someone who is unfamiliar with the site to travel to and locate the specific site of the activity; construction plans, drawings, and other supporting documents that depict and describe the proposed activities; and the fee required by Rule 62-346.071, F.A.C. (see Attachment 4 for a summary of the fee schedule). This information should be submitted as follows:

- Applications to the Department must contain one original of the application with original signatures on Section A, one paper copy of all the above; and one electronic copy of all the above. Submit the application to the Department office shown in Figure 1A.
- ALL applications to the NFWFMD can be submitted through the District's web site at: <http://www.nwfwmd.state.fl.us/permits/permits-ERP.html>. If the applicant does not utilize the electronic application, paper copies shall be submitted by mail or other delivery service to the appropriate office of the NFWFMD shown in Figure 1B. If a paper application is submitted, it must include all requirements for submittal of a paper copy as are used by the Department.

BE ADVISED

- **If activities involve dredging and filling in wetlands or other surface waters**, one or all of the following may also be required in addition to any permit required: authorization to use state-owned submerged lands; and other applicable permits or authorization from the U.S. Army Corps of Engineers and local governments.
- Authorization from the Department for the proposed project does not preclude the need to obtain all other required authorizations and permits required by other state, local, and federal agencies.
- Applicants are advised that documents and drawings submitted by persons other than the owner for purposes other than the private use of the owner are subject to the signing and sealing requirements of a registered professional.

EXEMPTIONS AND NOTICED GENERAL PERMITS

- **Activities that qualify for an EXEMPTION** from permitting are listed in Rule 62-346.051, F.A.C., with additional information on exempt activities provided in section 3.4 of the Applicant's Handbook Volume I, and Attachment 3 of this Form. **An application to the Department or the NFWFMD is NOT required to conduct an exempt activity.** However, if you desire **verification** whether the work qualifies for an exemption, send the request as follows:
 - If the proposed activity:
 - **Is the responsibility of the Department**, DO NOT USE THIS FORM. Instead, send a completed Form 62-346.900(11) — "Exemption Verification Request," to the applicable Department office shown in Figure 1A. Alternatively, you may send a letter with the information below to that office. Requests to "self certify" a private, single-family dock must be submitted to the Department's Internet site at: <http://appprod.dep.state.fl.us/ermpa/>, or
 - **Is the responsibility of the NFWFMD**, complete this application electronically through the District's Internet site at: <http://www.nwfwmd.state.fl.us/permits/permits-ERP.html>.
 - **All exemption verification requests** must contain a location map of sufficient detail to allow someone who is unfamiliar with the site to travel to and locate the specific site of the activity; two sets of construction plans, drawings, and other supporting documents that clearly and legibly depict and describe the proposed activities in detail to demonstrate compliance with the terms, conditions, and limitations of the exemption; the fee required by Rule 62-346.071, F.A.C. (see Attachment 4); permission from the landowner for staff to enter and inspect the property site subject to the exemption; and identification (by number and name, if known) to the rule or statutory exemption sought.
- **Activities that qualify for a NOTICED GENERAL PERMIT** under Chapter 62-341, F.A.C., must be noticed to the Department or NFWFMD before initiating work. **DO NOT USE this application form to submit the notice.** Instead, use the Notice of Intent to Use an Environmental Resource Noticed General Permit in Northwest Florida, Form 62-346.900(2), adopted by reference in Rule 62-346.070(2), F.A.C., and submit to the Department or NFWFMD per the "Processing Agency" and "Submittal and Fees" procedures above.



TABLE OF CONTENTS
APPLICATION FORM FOR
ENVIRONMENTAL RESOURCE PERMIT/AUTHORIZATION TO USE STATE-OWNED SUBMERGED
LANDS/FEDERAL DREDGE & FILL PERMIT IN NORTHWEST FLORIDA

SECTION A	General Information
SECTION B	Notice of Receipt of Application
SECTION C	Project Specific Information for Individual Permit Applications Related to an Individual Single-family Dwelling Unit that is Not Part of a Plan of Common Development Proposed by the Applicant
SECTION D	Project Specific Information for Individual Permit Applications NOT Related to an Individual Single-family Dwelling Unit
	Table 1 Project impact summary
	Table 2 On-site mitigation summary
	Table 3 Off-site mitigation summary
	Table 4 Docking facility summary
	Table 5 Shoreline stabilization summary
SECTION E	Information to Establish a Mitigation Banks
SECTION F	Application for Authorization to Use State-owned Submerged Lands

ATTACHMENTS

1	DEPARTMENT and NFWFMD Permitting	November 1, 2010 Responsibilities
Figure 1A	Florida Department of Environmental Protection Northwest District Geographic Limits and Office	November 1, 2010 Responsibilities
Figure 1B	Northwest Florida Water Management District	November 1, 2010 Geographic Limits and Office Responsibilities
2	Summary of Exemptions, Permit Types and	November 1, 2010 Thresholds
3	Summary of U.S. Army Corps of Engineers Permits	November 1, 2010



4
Fees

November 1,
2010



“What Sections of the Application Must I Fill Out?”

<i>Section:</i>	<i>Noticed General Permits (Use Form 62- 346.900(2))</i>	<i>Individual Permits</i>		
		Single- Family Residences	Others	Mitigation Banks
Section A		Yes	Yes	Yes
Section B		Yes	Yes	Yes
Section C		Yes		
Section D			Yes	Yes
Section E				Yes
Section F	As Needed	As Needed	As Needed	As Needed

If you are seeking verification that the proposed activity qualifies for an exemption, DO NOT use this application — please use Form 62-346.900(11), “Request for Verification of an Exemption from the Need for an Environmental Resource Permit under Part IV of Chapter 373, F.S., within the Northwest Florida Water Management District,” incorporated by reference in subsection 62-346.070(2)(c)1., F.A.C., November 1, 2010.



NOTE: The information requested in Sections A through F of this application package is not intended to be all-inclusive. Additional information may be requested by the reviewing agency in order to complete your application.

FOR AGENCY USE ONLY

DEP/WMD Application #	Fee Required
Date Application Received	Fee Received \$
Proposed Project Lat.	Fee Receipt #
Proposed Project Long.	

SECTION A — GENERAL INFORMATION

PART 1: GENERAL INFORMATION

- A. **Type of permit** (check one). See Attachment 3 for thresholds and descriptions.
- ☒ Individual — Construction and Operation (see Rule 62-346.050, F.A.C., and section 3 of Applicant's Handbook Volume I)
- ☐ Individual — Conceptual Approval (see Rule 62-346.050, F.A.C., and section 3 of Applicant's Handbook Volume I)

NOTE: Do not use this form if you are submitting a notice to use a Notice General Permit under Chapter 62-341, F.A.C. Use Form 62-346.900(2) (see Rule 62-346.050, F.A.C., and section 3 of Applicant's Handbook Volume I)

- B. **Type of activity** for which you are applying (check at least one; if a prior permit #, please circle either "Department" or "NFWFMD" as the prior issuing entity for the appropriate activity type, below):
- ☒ Construction and operation of a new system
- ☐ Operation of an existing system. Please provide existing Department or NFWFMD permit #, if known:
- ☐ Alteration of an existing system. Please provide existing Department or NFWFMD permit #, if known:
- ☐ Maintenance or repair of a system previously permitted by Department or the NFWFMD. Please provide existing Department or NFWFMD permit #, if known:
- ☐ Abandonment of a system. Please provide existing Department or NFWFMD permit #, if known:
- ☐ Construction of additional phases of a system. Please provide the existing Department or NFWFMD permit #, if known:
- ☐ Removal of a system. Please provide existing Department or NFWFMD permit #, if known:
- ☐ Retrofit of a system. Please provide existing Department or NFWFMD permit #, if known:
- ☐ Modification of a permit. Please provide existing Department or NFWFMD permit #, if known:
- ☐ Major — see subsection 62-346.095(5) and paragraph 62-346.100(1)(a), F.A.C.
- ☐ Minor — see subsection 62-346.100(1)(d), F.A.C.
- ☐ Extension of permit duration — see subsection 62-346.100(1)(d) and Rule 62-346.110, F.A.C.
- ☐ Transfer — see subsection 62-346.100(1)(d) and Rule 62-346.130, F.A.C.
- ☐ Deadhead Logging.

- C. **Does the activity involve any work in wetlands or other surface waters?** (see Chapter 62-340, F.A.C.)
- ☒ Yes ☐ No If "yes," please provide, as applicable:
- Total area of dredging, filling, construction, alteration, or removal in, on, or over wetlands or other surface waters? _____ sq. ft.; **TBD see EIS** ac.
- Total volume of material to be dredged: **TBD see EIS** cubic yards
- Number of new boat slips proposed: **NA** wet slips; (also, if applicable: **NA** new dry slips in uplands)
- Number of existing boat slips to be altered: **NA** wet slips



PART 2: APPLICANT AND ASSOCIATED PARTIES INFORMATION	
A. APPLICANT (ENTITY TO RECEIVE PERMIT)	
Name: Joy Giddens	
Title and Company: Florida Department of Transportation, District 3	
Address: 1074 Highway 90	
City, State, Zip: Chipley, FL 32428	
Home Telephone:	Work Telephone: 850-330-1505
Cell Phone:	Fax:
E-mail Address: Joy.Giddens@dot.state.fl.us	
B. CO-APPLICANT	
Name:	
Title and Company:	
Address:	
City, State, Zip:	
Home Telephone:	Work Telephone:
Cell Phone:	Fax:
E-mail Address:	
C. OPERATION AND MAINTENANCE ENTITY	
Name:	
Title and Company: Florida Department of Transportation, District 3	
Address: 1074 Highway 90	
City, State, Zip: Chipley, FL 32428	
Home Telephone:	Work Telephone:
Cell Phone:	Fax:
E-mail Address:	
D. LAND OWNER(S) <input type="checkbox"/> CHECK HERE IF LAND OWNER IS ALSO A CO-APPLICANT	
Name: TBD	
Title and Company:	
Address:	
City, State, Zip:	
Home Telephone:	Work Telephone:
Cell Phone:	Fax:
E-mail Address:	
E. CONSULTANT (IF DIFFERENT FROM AGENT)	
Name:	
Title and Company: Atkins	
Address: 2639 North Monroe Street	
City, State, Zip: Tallahassee, FL 32303	
Home Telephone:	Work Telephone:
Cell Phone:	Fax:
E-mail Address:	
F. AGENT AUTHORIZED TO SECURE PERMIT	



Name:	
Title and Company:	
Address:	
City, State, Zip:	
Home Telephone:	Work Telephone:
Cell Phone:	Fax:
E-mail Address:	

PART 3: PROJECT SPECIFIC INFORMATION

A.	Name of project, including phase if applicable: <u>Gulf Coast Parkway</u>		
B.	Is this application for part of a multi-phase project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
<i>Note: If you answered "yes" to question B, please provide permit numbers for other authorized phases below:</i>			
Agency	Date	No.	Application Type
<u>NA</u>			
C.	Total area owned or controlled by the applicant contiguous to the project:	<u>NA</u>	ac.
D.	Project area or phase:	<u>NA</u>	ac.
E.	Impervious area excluding wetlands and other surface waters:	<u>NA</u>	ac.
F.	Volume of water the system is capable of impounding:	<u>NA</u>	ac. ft.

PART 4: PROJECT LOCATION

Street Address Road or other location: _____ [Note: If utilities or road or ditch maintenance projects, provide a starting and ending point using street names and nearest house numbers or provide length of project in miles along named streets or highways.]	
City, Zip Code, if applicable: <u>Multiple - See attached Location Map, Figure 1</u>	
Tax Parcel Identification Number: <u>TBD</u> [If project is on one parcel of land. Number may be obtained from property tax bill or from the county property appraiser's office; if on multiple parcels, provide multiple Tax Parcel Identification Numbers]	
County(ies) <u>Bay, Gulf and Calhoun</u>	Section _____ Township _____ Range <u>Multiple - TBD</u>
Latitude (DDD.dddd) _____	Longitude (DDD.dddd) _____
Explain source for obtaining latitude and longitude: _____ (i.e. U.S.G.S. Quadrangle Map)	
Horizontal Datum (NAD 1927 or 1983) _____ (Taken from Central Location)	

PART 5: PROJECT DESCRIPTION

<i>Note: In this section, please describe in general terms the project and activity. Use additional pages if necessary.</i>
General explanation of work: The Gulf Coast Parkway is a proposed new four-lane divided, controlled-access, arterial highway. The proposed facility would provide an urban typical section with bicycle lane and sidewalks in urban areas and a rural typical section with a multi-use trail on one side of the highway. The proposed new road would also provide a new high-level bridge at one of two potential locations across the Gulf Intracoastal Waterway to connect US 98 in Gulf County, Florida with US 231 and US 98 (Tyndall Parkway) in Bay County, Florida.
The roadway will be located on both new and existing road alignments. The roadways interim construction would be a two-lane undivided roadway, however; the right-of-way widths will allow for expansion of the road to a four-lane, divided roadway, for the design year traffic demands. The project is approximately 30 to 36 miles in length, depending on the alternative.



The need for the project originated from the depressed economic conditions in Gulf County. As the concept of improving the transportation network as an economic stimulus for the County was investigated, it became apparent that additional needs could be addressed by the proposed facility. These needs included: relief of congestion on existing roads within the network; improving the security of Tyndal AFB; and enhancing hurricane evacuation for those in the coastal areas of Gulf County and southeastern bay County. See EIS for further details.

Treatment type proposed:

It is anticipated that all stormwater ponds will be wet detention due to high groundwater table in the area.

Current site conditions and land uses:

The majority of the project area where alternative alignments have been proposed is undeveloped or in agricultural use. Developed areas are almost entirely confined to the southern, western and northern boundaries of the study area (see Existing Land Use Map, Figure 2 attached).

Proposed Land Use:

The proposed land use will be a high speed multilane highway.

Description of sediment and erosion Best Management Practices (BMPs) to be used:

FDOT's Standard Specifications for Road and Bridge Construction will be utilized along with any other appropriate BMP's.

Names and classifications of all receiving waters (if available):

Due to the size and linear nature of the proposed project there are numerous potential receiving waters. Final design and alternative alignment selected will determine potential receiving waters. Potential receiving waters within the project area are generally Class III waters with the following exceptions:

Bayou George (Class I)
Bear Creek (Class I)
Deer Point Lake (Class I)
East Bay (Class II)
North Bay (Class II)
Baker Bayou (Class II -East Bay tributary)
Lathrop Bayou (Class II – East Bay tributary)
Walker Bayou (Class II – East Bay tributary)
St. Andrews Bay (Class II – Aquatic Preserve))
St. Joseph Bay (Class II –Aquatic Preserve)

Depending on the preferred alternative alignment selected, the following named waterbodies will potentially be crossed by the project (see Named Streams, Figure 3 attached).

Named Waterbodies and Stream Crossing (Alternative Alignment that may be crossed):

Bayou George Creek and tributaries (Alternative 14)
South Fork Bear Creek tributaries (Alternative 15)
Bear Swamp Alternative (Alternatives 8, 14, 15, 17 and 19)
Beefwood Branch (Alternatives 14 and 19)
Big Branch (Alternatives 14 and 19)
Callaway Creek and tributaries (Alternatives 8, 14, 15, 17 and 19)
Cooks Bayou and tributaries (Alternatives 8, 14, 15, 17 and 19)
Cushion Creek (Alternatives 8, 14, 15, 17 and 19)
Cypress Creek (Alternatives 8, 14, 15, 17 and 19)
East Bay (Alternatives 17 and 19)
Gude Branch (Alternatives 8, 14 and 15)
Horesford Branch (Alternative 15)
Horseshoe Creek and tributaries (Alternatives 8, 14 and 15)
Island Branch (Alternatives 14 and 19)



Joe Lamb Branch (Alternatives 8, 14 and 15)
Little Sandy Creek and tributaries (Alternatives 8, 14 and 15)
Olivers Creek (Alternatives 8, 14 and 15)
Panther Swamp (Alternatives 8, 14, 15, 17 and 19)
Sandy Creek and tributaries (Alternatives 8, 14 and 15)
South Fork Bear Creek and tributaries (Alternative 15)
Wetappo Creek (Alternatives 8, 14 and 15)

PART 6: SITE PERMIT HISTORY

A. If there have been any pre-application meetings, including on-site meetings, with regulatory staff, please list the date(s), location(s), and names of key staff and project representatives as well a brief summary of any meetings: NA

Name	Agency	Date	Location	Summary

B. Please identify by number any MSSW/Wetland Resource/62-25 F.A.C./USACE permits pending, issued or denied for projects at the location, and any related enforcement actions: NA

Agency	Date	No.	Application Type	Action Taken
NA				

C. Please attach a copy of each permit issued for this project or explain why copies are not available.
NA



PART 7: APPLICANT AUTHORIZATIONS

- A. By signing this application form, I am applying, or I am applying on behalf of the applicant, for authorization to conduct the activity identified above, according to the supporting data and other incidental information filed with this application. I am familiar with the information contained in this application and represent that such information is true, complete and accurate. I understand this is an application and not a permit, and that work prior to approval is a violation. I understand that this application and any permit issued pursuant thereto, does not relieve me of any obligation for obtaining any other required federal, state, water management district or local permit prior to commencement of construction. I agree, or I agree on behalf of the applicant, to operate and maintain the permitted system unless the permitting agency authorizes transfer of the permit to a different operation and maintenance entity. I understand that knowingly making any false statement or representation in this application is a violation of Section 373.430, F.S. and 18 U.S.C. Section 1001.

Joy Giddens

Typed/Printed Name of Applicant or Agent
(If one is so authorized below)

Type/Printed Name of Co-Applicant

Signature of Applicant/Agent

Date

Signature of Co-Applicant

Date

Permit Coordinator, FDOT, District 3

(Corporate Title if applicable)

(Corporate Title if applicable)

AN AGENT MAY SIGN ABOVE ONLY IF THE APPLICANT COMPLETES THE FOLLOWING:

- B. I hereby designate and authorize the agent listed above to act on my behalf, or on behalf of my corporation, as the agent in the processing of this application for the permit indicated above; and to furnish, on request, supplemental information in support of the application. In addition, I authorize the above-listed agent to bind me, or my corporation, to perform any requirements which may be necessary to procure the permit or authorization indicated above. I understand that knowingly making any false statement or representation in this application is a violation of Section 373.430, F.S. and 18 U.S.C. Section 1001.

Typed/Printed Name of Applicant

Signature of Applicant

Date

(Corporate Title if applicable)

Please note: The applicant's original signature (not a copy) is required above.

PERSON WITH AUTHORITY TO AUTHORIZE ACCESS TO THE PROPERTY MUST ALSO COMPLETE THE FOLLOWING:

- C. I certify that I [check one of the following]:

☐ Possess sufficient real property interest in or control over the land upon which the activities described in this application are proposed.

Note:

Interest in real property is typically evidenced by an instrument such as: a warranty deed; lease (subject to the limitations below); easement; judgment of the court; certificate of title issued by a clerk of the court; OR condominium, homeowners, or similar association documents, which demonstrate that the person or entity has sufficient interest in or control over the property to authorize the proposed activities to be permitted. An entity's contract for sale and purchase shall not be considered to have sufficient real property interest or control over the land that is subject to the application, but such entity shall be allowed to submit an application under this chapter (see next check box). Entities with the power of eminent domain and condemnation authority are considered capable of demonstrating that they will have sufficient real property interest or control prior to construction. **Note—the above documents do NOT have to be submitted at this time**, but must be made available if requested by the Department. Persons requesting activities on state-owned submerged land must also submit satisfactory evidence of sufficient upland interest in accordance with paragraph 18-21.004(3)(b), F.A.C. (April 14, 2008).

When the real property interest is a lease, the application must either:



- a. Include the fee simple owner as a co-applicant;
- b. Provide documentation that a governmental entity agrees to accept the transfer of the permit, including completing construction in accordance with the permit if needed, and to operate and maintain the system upon its completion;
- c. Provide documentation that the lease over the land and system extends for the expected life of the system; or
- d. Provide documentation that the operation and maintenance of the system will be turned over to a new lessee or the landowner upon revocation, termination, or expiration of the lease.
- e. If the lease does not specifically designate an entity to complete construction of the system in accordance with the permit in the event the construction is not so completed by the lessee, or does not specify operation and maintenance requirements for the system, including designation of a specific operation and maintenance entity, a separate binding document also will be required establishing that the landowner is liable for completing construction or alteration of the system and for operating and maintaining the system in accordance with the permit.

☒ Do NOT have sufficient real property interest, as described above (including such things as a contract for sale and purchase or an option agreement) in the land upon which the activities described in this application are proposed. Attached is:

1. A certification from the owner, lessee, or easement holder of such lands, acknowledging that they have knowledge of this application and voluntarily grant the permission, below, for staff of the Department of Environmental Protection, the Northwest Florida Water Management District, and the U.S. Army Corps of Engineers to access and conduct necessary site visits for the review, inspection, and sampling of the lands and waters on the property that are the subject of the application and, as a condition of any permit issued, that they agree to provide entry to such lands for staff to monitor and inspect permitted work; and
2. Documentation from the fee simple owner, easement holder, governmental entity, or other entity as provided for in section 12.3 of Applicant's Handbook Volume I, that they are liable for accepting responsibility for operation and maintenance of the system after completion of construction, and for and performing other terms and conditions as required by the permit.

Note: Neither 1. nor 2., directly above, must be submitted when the applicant is an entity with the power of eminent domain and condemnation authority, but such entity shall make appropriate arrangements to enable the above staff to access and inspect the property as needed to access and conduct necessary site visits for the review, inspection, and sampling of the lands and waters on the property that are the subject of the application. Such entity also agrees, as a condition of any permit issued, to provide entry to these lands for the above staff to monitor and inspect permitted work.

Joy Giddens

Typed/Printed Name of Applicant

Signature of Applicant

Date

Permit Coordinator, FDOT, District 3

(Corporate Title if applicable)



AUTHORIZATION BY OWNER, LESSEE, OR EASEMENT TITLE HOLDER TO ENTER AND INSPECT PROPERTY

I, as owner or easement holder of the land that is the subject of the application submitted by _____
Name of Applicant

hereby acknowledge that I am aware of the application for an environmental resource permit/federal dredge and fill permit being submitted by the above named applicant, and authorize staff from the Department, NWFWM, and U.S. Army Corps of Engineers, to access and conduct any site visit on the property necessary for the review, inspection, and sampling of the lands and waters that are the subject of the this application. Further, I agree, as a condition of any permit issued, to provide entry to such lands for such staff to monitor and inspect permitted work.

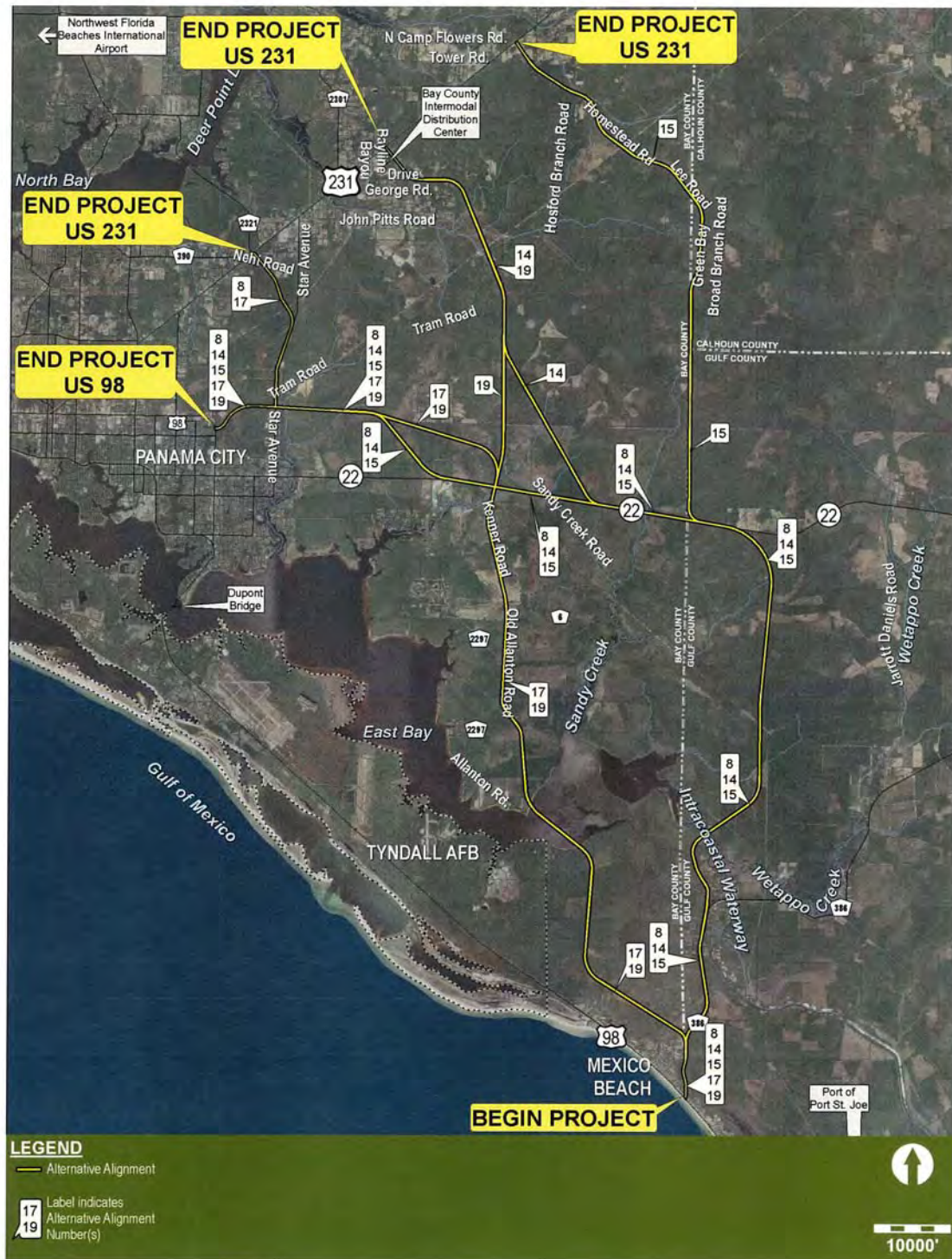
Typed/Printed Name of Authorizing Entity

Signature of Authorizing Entity

Date

(Corporate Title if applicable)

(I may be contacted at _____ to arrange access and inspection of the property)



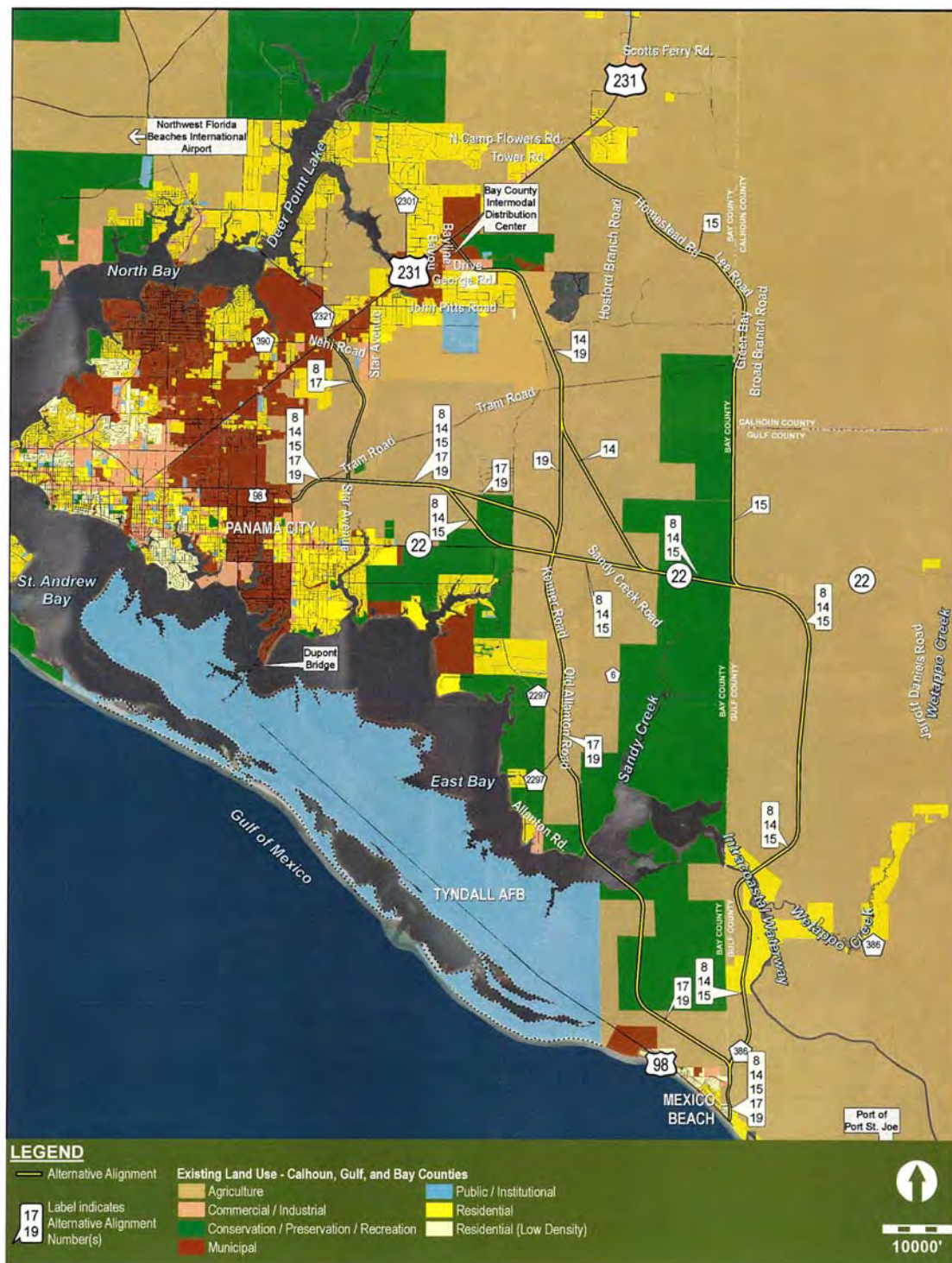
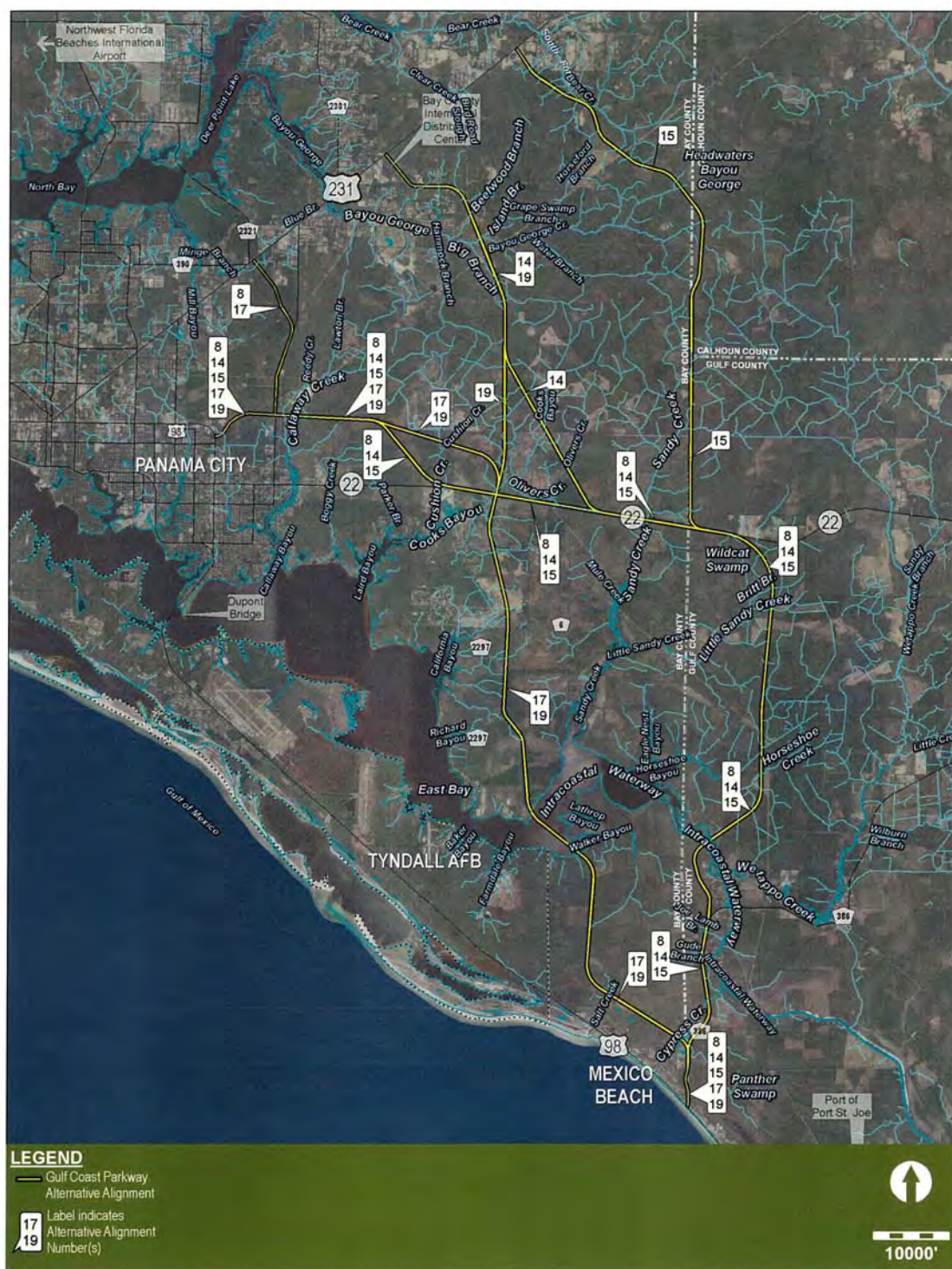


Figure 2: Existing Land Use



Bay County Mailing List

NAME	ADDRESS		CITY	STATE	ZIP	COUNTRY
SACS E HIGHWAY 22 TROUT, THE	BENHART MATTHEWS AS TRUSTEE	3425 E HIGHWAY 22	PANAMA CITY	FL	32408-6504	
ACCUBAY PROPERTIES, INC.	C/O JIM ANDERSON	P.O. BOX 1510	PANAMA CITY	FL	32402-1500	
ADAMS, JERRY	2218 E 2ND CT		PANAMA CITY	FL	32407	
ADAMS, THOMAS C	6254 E HIGHWAY 22		PANAMA CITY	FL	32404-2467	
ADAMSON, HEATHER LYNN ETAL	6221 E HWY 22		PANAMA CITY	FL	32404-2400	
AQUINO, DANIEL & KAREN M	7257 SHADOWN BAY DR		PANAMA CITY	FL	32404-2410	
AUER, JANNETTE C & MYRON F	16125 E 1ST		PANAMA CITY	FL	32401	
AJANE, BELVIN F LYNN (TRUST)	P.O. BOX 22962		PANAMA CITY BEACH	FL	32411	
ALFORD, NOLA E	6014 E HIGHWAY 22		PANAMA CITY	FL	32408-6616	
AL KHATEEB, NABER FAYEZ B	EL KHATEEB, MITHQAL	3167 WOOD VALLEY DR	PANAMA CITY	FL	32405	
ALLAN FARMS, LLC	601 BURNERS COVE RD		PANAMA CITY	FL	32407	
ALLAN, CHARLES D	609 BURNERS COVE RD		PANAMA CITY	FL	32407	
ALLON, JASON E & DONALD	12441 HAMILTON RD		PANAMA CITY	FL	32404	
AMERICAN LIFEPAST, INC	1902 NORTH BURNING BOND		PANAMA CITY	FL	32403	
ANNETT, POST 229 OF CALLAWAY	FLORIDA, INC.		PANAMA CITY	FL	32404-6226	
ANDERSON, JASON C S	6541 ANDERSON, HANBERG L		PANAMA CITY	FL	32405	
ANDREWS, JAMES L & SHIRLEY N	C/O EXPRESS LANE, INC, LESSEE		PANAMA CITY	FL	32404	
APRILITO, NANCY CAROLINA	224 CALLAWAY (THASE LANE		PANAMA CITY	FL	32404	
ARMISTEAD, LINCOLN J JR & A	JACQUE W ARMISTEAD		PANAMA CITY	FL	32404	
ARMSTRONG, BENJAMIN F	7502 SHADOWBAY DR		PANAMA CITY	FL	32404	
ARNSTEDT, VERNELL	3725 E 2TH ST		PANAMA CITY	FL	32404	
ARNOLO, JOHN F & LUCIA D	3218 W HWY 96		PANAMA CITY	FL	32404	
ARQUETTE DEVELOPMENT, CORP	P.O. BOX 12942		PANAMA CITY BEACH	FL	32417-6242	
ATHANASOPOULOS, MICHAEL	413 10TH ST		MEXICO BEACH	FL	32410	
ATWELL, FRANCES P (TRUSTEE)	2111 E BALDWIN RD		PANAMA CITY	FL	32406-6708	
AUFRECHT, BRADLEY J	401 ECLIPSE AVE		PANAMA CITY	FL	32404	
AUTEC TOWING & RECOVERY LLC	P.O. BOX 2026		PANAMA CITY	FL	32404	
BACH, SON DOR & LYN DIVE TH	PHARMACY CO, BACH & LAHDAO		PANAMA CITY	FL	32408-6308	
BAKER, WILLIAM	202 CALLAWAY (THASE LANE		PANAMA CITY	FL	32404	
BAHNER, MARTIN B	1401 HWY 22		PANAMA CITY	FL	32401-6207	
BARNES, RICHARD D JR & BARBARA	1401 HWY 22		PANAMA CITY	FL	32408-6201	
BARNES, CORA E	1334 N EASY AVE		PANAMA CITY	FL	32406-6319	
BARNUM, CLIN & ALICE	4754 TYGARD PARKWAY		PANAMA CITY	FL	32404	
BARTON, ASHLEY T & CONNOR B	P.O. BOX 108		PANAMA CITY	FL	32407-6008	
BAY COUNTY	844 MABLESBURY AVE		PANAMA CITY	FL	32401-6648	
BAY COUNTY CUSTOM HOMES, INC	30400 OF COUNTY COMMISSIONER		PANAMA CITY	FL	32407	
BAY COUNTY SCHOOL BOARD	2427 N EASY AVE		PANAMA CITY	FL	32406	
BAY FRONT DEV CO, INC	PROCESST RECOVERY DEPARTMENT		PANAMA CITY	FL	32406-6704	
BAY RENOV OF PANAMA CITY, INC	5111 HOWARD RD 1510		PANAMA CITY	FL	32404-6062	
BAY LINE REAL ESTATE, LLC	526 2ND AVE		PANAMA CITY	FL	32401	
BAZZEL, THOMAS E	ATTN: VETHA HILBES, ACT. MGR		PANAMA CITY	FL	32404	
BAZZEL, J. SHARLES, JR	1405 BURNING AVE		PANAMA CITY	FL	32404	
BCL CIVIL CONTRACTORS, INC	THE TRUST		PANAMA CITY	FL	32404	
BCL CIVIL CONTRACTORS, INC	6008 HWY 22		PANAMA CITY	FL	32404	
BEACH, JAMES B JR & TAMMY L	P.O. BOX 620		PANAMA CITY	FL	32404-6200	
BECHTOLD, MARVINO L (TRUST)	9008 MARTIN TOWER RD		PANAMA CITY	FL	32404	
BERNARDI, MICHAEL T & MARIE M	C/O FOREST INVESTMENT ASSOCI LP		PANAMA CITY	FL	32404	
BETHRA, JAMES L & JANE	601 FOREST AVE		PANAMA CITY	FL	32404	
BESTWAY PORTABLE BUILDINGS	7011 SHADOWBAY DR		PANAMA CITY	FL	32404	
BFA ENTERPRISES, INC	600 PIPER RD		PANAMA CITY	FL	32406-6008	
BIRNBAUM, ANDREW	P.O. BOX 61181		PANAMA CITY	FL	32406	
BIRBY, BILLY D	414 N TYGARD PARK		PANAMA CITY	FL	32404	
BISGAARD, ANDREW H & RONDA N	601 LILLIAN ST		PANAMA CITY	FL	32404	
BLALOCK, LARRY T	671 2ND ST		PANAMA CITY	FL	32404	
BLAIR, MARY A	3425 E HIGHWAY 22		PANAMA CITY	FL	32408-6504	
BLANCHARD, SALVADOR	2218 E 1TH ST		PANAMA CITY	FL	32405-7402	
BOND ASSOCIATES, INC	7202 SHADOWBAY DR		PANAMA CITY	FL	32404-2412	
BOTTOL, JOHN W & CHRISTINE A	CHARLES A & JENNIFER D BOND		PANAMA CITY	FL	32404-6136	
BOWEN, VICTORIA SMITH	400 LADIES AVE		MEXICO BEACH	FL	32410	
BRAND, PATI L	C/O 206 LUREL MEADOWS		PANAMA CITY	FL	32406-6008	
BRAND, AUDREY ETAL	1405 HWY 22		PANAMA CITY	FL	32401	
BRITT, DENNIS & LORRAINE	2711 E 1ST ST		PANAMA CITY	FL	32406-7307	
BROOKS, DOUGLAS W & SHARON M	5102 PIPER RD		PANAMA CITY	FL	32404-6130	
BROOKS, GARY E & TACILE, INC	6018 E HIGHWAY 22		PANAMA CITY	FL	32404-2371	
BROOKS, NANCY H	1502 E HIGHWAY 22		PANAMA CITY	FL	32408-6416	
BROWN, DEBORAH D	P.O. BOX 13103		PANAMA CITY	FL	32417-3703	
BROWN, VICTOR REAL ESTATE	ADVENTURES, LLC		PANAMA CITY	FL	32406	
BROWN, VICTOR	1207 CAMP LINDSEY RD		PANAMA CITY	FL	32406-7307	
BROWN, LAURA J	1207 CAMP LINDSEY RD		PANAMA CITY	FL	32404-6130	
BROWN, GERALD J & LATHERNE F	421 S BOSTON AVE		PANAMA CITY	FL	32404-2371	
BURKE, STANLEY E & DEBORAH	MARY KATHRYN CIBOLA		PANAMA CITY	FL	32404	
BURKE, CONNOR MATHIAS ETAL	3214 COMET AVE		PANAMA CITY	FL	32404	
BURKE, STEVEN J & KIM JIN	P.O. BOX 280		PANAMA CITY	FL	32401-6002	
	1544 SHADOWBAY DR		PANAMA CITY	FL	32404-2410	

Bay County Mailing List

NAME	ADDRESS	CITY	STATE	ZIP	COUNTRY
BISH, JAMES E & DORSEY E	11210 HWY 500	MEXICO BEACH	FL	32456	
BYAS, ALBERT A	825 N THRUWALL HWY	PANAMA CITY	FL	32404-8139	
BYRD, ROBERT L THURTEE	11741 OLBRYN LN RD	PANAMA CITY	FL	32404-3883	
CABRERA, JONATHAN A	1011 J. JESSIE W	PANAMA CITY	FL	32409	
CALLAWAY, BAYOU LAND HOLDINGS	LUC	UNIONTOWN	OH	44805	
CALLAWAY, CHADEWICH	110 NARATHA LLC	PANAMA CITY	FL	32405	
CALLAWAY, CLINT LIP	400 N TINDALL HWY	PANAMA CITY	FL	32404	
CALLAWAY, CORNERS HHS	110 J. J. PROPERTY VENTURES LLC	PANAMA CITY	FL	32404	
CALLAWAY, METHODIST CHURCH	120 N PATTERSON AVE	PANAMA CITY	FL	32404-3603	
CALLAWAY, LLC	1209 EMERALD COAST PKWY	PANAMA CITY	FL	32409 - 1	
CARP, DAVID ROBERTSON	8000 HWY 90	PANAMA CITY	FL	32404-4330	
CARPENTER, WENDY ELIZABETH L	LOWMEY, HEATHER	MEXICO BEACH	FL	32410-3883	
CARRILL, JULIA B & RICHARD M	16 MARCOJA DR	MEXICO BEACH	FL	32408	
CARRANCE, BERNICE A & FLORIAN	1000 RUSTY ANN BLVD. STATE RD	PANAMA CITY	FL	32408	
CARTNEY, WILLIAM A & CAROL D	THURSTEED	MEXICO BEACH	FL	32410	
CEGAR, GROVE COMMERCIAL BANK	UNION ASSOCIATES INC.	PANAMA CITY BEACH	FL	32407-3316	
CEGAR, GROVE CITY CT	2729 E 14TH ST	CEGAR GROVE	FL	32401-4102	
CEGAR, TRACIE PATRICIA	P O BOX 1134	PANAMA CITY	FL	32402-1134	
CELAND, ASSOCIATES LIMITED	110 THE NEWARK GROUP	BOSTON	MA	02114-6607	
CHAPMAN, JESSIE H ETAL	1400 W 23RD ST STE 4B	PANAMA CITY	FL	32406	
CHASCHNEY, RICHARD B	1102 LANTANA	PANAMA CITY	FL	32405-1421	
CHICK, BOBIE F	P O BOX 1084	PANAMA CITY	FL	32409	
CHEMICAL ADDICTIONS RECOVERY	877 201 HC	PANAMA CITY	FL	32404-8057	
CHICK, PLS INC	5200 BUFFALO HWY	ATLANTA	GA	30349-2940	
CHOE, SUN HO & SOON YE	416 NORTH TINDALL HWY	PANAMA CITY	FL	32404-6125	
CHRISTIAN, FELLOWSHIP CHURCH	P O BOX 1303	MEXICO BEACH	FL	32410-3036	
CHRISTIAN, FELLOWSHIP CHURCH	P O BOX 1306	MEXICO BEACH	FL	32410-3036	
CHUA, JACQUES & JUDY MC GRARY	104 POSTON DRIVE	PANAMA CITY	FL	32404	
CHURCH, LYNN	HC 2 BOX 6174	PORT ST JOE	FL	32466-4030	
CITY OF CALLAWAY	5708 CHERRY ST	PANAMA CITY	FL	32404-8436	
CITY OF CALLAWAY	8801 E 10TH ST	PANAMA CITY	FL	32404	
CITY OF PANAMA CITY	4114 CITY OF BETHLEHEM	PANAMA CITY	FL	32402-1985	
CITY OF SPRINGFIELD FL	P O BOX 3717	PANAMA CITY	FL	32405	
CLARK, J. LAUREN	P O BOX 846	CALBO	CA	90229	
CLAY, ALBERT LEROY & BEADIE H	1300 E 10TH ST	PANAMA CITY	FL	32404-4050	
CLAY, RICHARD B	8305 E HIGHWAY 22	PANAMA CITY	FL	32404-0520	
CLAY, GARNOLD, METROFLEX INC	1624 LINDSEY AVENUE	PANAMA CITY	FL	32405	
CLUCKLEY, CHARLES E & BETTIE H	LAUREN, DAVID L & SANDRA J	MEYHARTTHERA	FL	32405	
CLEMONS, BRILL	2707 E 10TH ST	PANAMA CITY	FL	32405-4303	
CLEMONS, BRILL	2703 COUNTRY CLUB DRIVE	THURSTEED	FL	32411	
CLOUD, LARRY & DEBORAH H	3102 HWY 71	NAVARO	FL	32446	
COASTAL COMMUNITY BANK	12141 PANAMA CITY BEACH PKWY	PANAMA CITY BEACH	FL	32407	
COASTAL METAL REPAIRING INC	2709 E HIGHWAY 16	PANAMA CITY	FL	32409	
COLLINS, ADRI LOUISE ETAL	406 HARRISON AVE	PANAMA CITY	FL	32401-2731	
COLONIAL REAL ESTATE INC	1000 INTERSTATE PARK DRIVE	MONTGOMERY	AL	36109	
COOK, ARTHUR WAM THURSTEED	3048 Wacker Springs Rd	Texas	75773-7545		
COOK, BENJAMIN H & GLORIA J	P O BOX 8225	PANAMA CITY	FL	32404	
COOK, GILCHRIST LARRY	6511 WATFIELD RD	PANAMA CITY	FL	32404	
COOK, PATRICIA H B	1000 WENWARD H J	DAIRYVILLE	FL	32402	
COOL, WALTER D	8104 E HIGHWAY 22	PANAMA CITY	FL	32404-1406	
COOKS, BAYOU PROPERTIES LLC	120 BEACHVIEW ROAD STE 140	PANAMA CITY BEACH	FL	32407	
COOPER, BUB	308 HOSGERSHOP RD	THURSTEED	GA	31132-1370	
COOPER, F AND VIVIAN D	2714 E 10TH CT	PANAMA CITY	FL	32405-7203	
CORRELL, MILTON E	1100 L. JORDON E	PANAMA CITY	FL	32407	
CORRIGATOR, KIMBERLY A KAREN E	1000 BAY COUNTY ALUMINUM	PANAMA CITY	FL	32406-6222	
CRENS, JAMES H JR	5018 BOAT RACE RD	PANAMA CITY	FL	32404	
CRENS, BRENDA S	1127 S DAY AVE	PANAMA CITY	FL	32404-8304	
CRENS, BRENDA S	7502 SHADOW BAY DRIVE	PANAMA CITY	FL	32404-1410	
CULP, KAGA MAE	P O BOX 1229	MEXICO BEACH	FL	32404-0220	
CUNNINGHAM, CHARLIE P & DONNA	4711 W 54TH AVE	PANAMA CITY	FL	32404-1006	
CUTCHING, EILEEN	313 N KIMBERL AVE	PANAMA CITY	FL	32404	
DALEY, CATHERINE N	321 N UNMET AVE	PANAMA CITY	FL	32404-4006	
DANIEL, DENNIS A & RIMBERT	110 ROBERT DANIEL	MEYHARTTHERA	FL	32406-4500	
DARWIN, MARTIN E & RHONDA	110 ROBERT DANIEL	PANAMA CITY	FL	32401-6009	
DAVIS, DANIEL W & LASHLYN S	P O BOX 3470	PANAMA CITY	FL	32401-6472	
DECHAPPE, PATRICK E & CHONG NA	7002 SHADOW BAY DR	PANAMA CITY	FL	32404-2472	
DEMBREY, CHELSEY B & DANIE	1708 SHADOW BAY DR	PANAMA CITY	FL	32404-1410	
DEVER, DEVELOPMENT COMPANY	1011 THOMAS DRIVE	PANAMA CITY BEACH	FL	32407	
DEWENS, WILLIAM E JR A	FRANKS L DEWENS TRUSTEES	PANAMA CITY	FL	32406	
DIAMOND, ROBERT T & LONA R	4003 E 10TH DRIVE	HAMILTON	AB	39146	
DIAMOND, WILLIAM DIET	TALLAHASSEE	FLORIDA	FL	32301	
DIODOL, LAWRENCE JR	2011 BURL LANE RD	DELAWARE	DE	39445 - 6	
DOUGLAS, BRANLEY ETAL	413 10TH ST	MEXICO BEACH	FL	32405	
DYER, DOUGLAS J & EMILIA B	P O BOX 1006	BEACHSIDE	CA	92424	
DYER, RICHARD	8100 WESTHURSTWOOD LANE	PANAMA CITY	FL	32404	
	P O BOX 14	FLORIDA	FL	32444	

Bay County Mailing List

NAME	ADDRESS	CITY	STATE	ZIP	COUNTRY
EA, KALLANAY PORTFOLIO L.P.	N 430 PHARMACY HWY	WOODBRIDGE	VA	22196	
EAST SIDE CHRISTIAN CHURCH	585 E HIGHWAY 22	WANAHA CITY	VA	22186	
EMERALD COAST REAL ESTATE INC	900 TAC MAC MARSH RD	MANASSAS	VA	20108	
EMMA, LANCE E	1003 WEST WILKE	MANASSAS	VA	20108	
EMMA, WILLIAM T	COLOJAY FARM BLDG	PORT OF JESSE	VA	22446	
F A T J S INC	4054 PULASKI ST #114	BATESVILLE	VA	22025-276	
FANSTED, AUSTIN J	708 SW 25 ST	KATONAH	VA	18744	
FELTMAN, JAMES	101 FELTMAN HOMES	MANASSAS CITY	VA	20108-5227	
FELT, GEORGE H	101 ELM ST	MANASSAS CITY	VA	20108-3729	
FERNALDE, LLC	2713 PRESERVE BAY BLVD	MANASSAS CITY BEACH	VA	22041-3408	
FERRIS, BRUCE B	286 WOOD AVE	MANASSAS CITY	VA	22041-3408	
FIRST BAPT CHURCH OF KALLANAY	8800 HIGHWAY 22	MANASSAS CITY	VA	22041-3301	
FLAUGS MANAGEMENT CORP	4014 INDEPENDENT TWP DR#1	HAYSTON	VA	22071	
FLOR ROYER CORP	PO BOX 480	SAINT HELENS AVE	VA	22073	
FLORA, VINCENT THOMAS	2862 WOODRUE CT	MANASSAS CITY	VA	22041-5039	
FLORIDA CORP/ITALY FRANCHISE	CONCORP	FLORIDA CORP/ITALY FRANCHISE	VA	22041-4086	
FLOR, JULIE P FAMILY	10001 EIGHTH STREET	MANASSAS CITY	VA	20108	
FORMATION PORTFOLIO LLC	1005 POWERS PLACE	ALPHARETTA	GA	30004	
FOUR STAR MANAGEMENT LLC	UNITED STATES OF AMERICA DR SUITE 304	DECATUR	GA	30030	
FRANCIS, ROBERT W GR & BETTY A	2627 CANALE DRIVE	ATLANTA	GA	30109-4239	
FRANKY INVESTMENT LLC	401 BAYSHORE DR	MANASSAS CITY BEACH	VA	22041-4636	
FRANK, SONJA A	4211 ALLARTON DR	FARMASIA CITY	VA	22041	
GALLERIA ART	703 MONTANA ST	IRVINGDALE	VA	30093	
GALLERIA AT KALLANAY, LLC	100 SOUTH TYNDALE PARKWAY	CHALMERS	VA	2404	
GAMMA, ROGER J LUTERNA	200 PIERCE DR	LYNN HAVEN	VA	23444	
GARCIA, RUBY	20020 CN	LA ROQUE	VA	27041	
GARRETT, TRAVIS E	GARRETT, MICHAEL	MANASSAS CITY	VA	22041-5205	
GEACHTA, FRANCES BERN CORP	8377 EIGHTH FORD DR STE 300	GOOTSDALE	AZ	85286	
GERARD, MICHAEL F & LAMARUS	200 PHILIPPI TWR	MANASSAS CITY	VA	22041-2223	
GILBERT, PAUL E	215 N MAPLE AVE	BRIDGE ACRES	VA	22012	
GILBERT, JAMES G	14 HERRING CREEK	MANASSAS CITY	VA	22041-2612	
GILBERT, VYRONNE	315 NEW LANE (100 MAPLE DR)	MANASSAS CITY	VA	22041-2612	
GINS, BILLY L & AMANDA L	700 DANDYWAY DR	MANASSAS CITY	VA	22041-4165	
GOLDMAN, EDWIN E WERLICO	6800 HWY 22	MANASSAS CITY	VA	22041-2223	
GOLDMAN, EDWARD P JR	PO BOX 311	MANASSAS CITY	VA	22041-4251	
GOLDSBERG, FRANKLIN EDWARD	1011 WYNN	OKA GROVE	VA	21052	
GRANLAND, LLC	2626 S BERRYWOOD BLVD	ST LOUIS	MO	63144	
GRAN, LUC B	600 14TH COURT	MANASSAS CITY	VA	22041	
GRAN, PETER C	54 ACRES DR	MEXICO BEACH	VA	22041	
GREEN, CHARLES J & MARY ANN	843 E DORWAY 22	MANASSAS CITY	VA	22041-3584	
GRIFFIN TRAFFIC SIGNAL INC	1000 HWY 22	MANASSAS CITY	VA	22041	
GRIFFIN, J MAGRALE S	9 MATTHEW GRIFFIN	MANASSAS CITY	VA	22041	
GRIFFIN, ROBERT	2002 HWY 22	MANASSAS CITY	VA	22041-1395	
GULF COAST PEST CONTROL INC	2713 PEBBLE BEACH PLACE	MANASSAS CITY BEACH	VA	22041-3524	
GULF POWER CO	FINCHER PLACE	VERMILION	VA	22032-0001	
HALL, DAVID E	100 FORDWAY DR	MANASSAS CITY	VA	22041	
HALL, DONALD E	100 DANDYWAY DR	MANASSAS CITY	VA	22041-2411	
HALL, WYNNEL	4719 BOWEN GARDN	MANASSAS CITY	VA	22041-7025	
HANOVER, PAUL E	560 NEW LANE	HORN OF JER	VA	22046	
HARRIS, GAILAN, L & BARRBARA O	0000 LATE	MEXICO BEACH	VA	22041	
HART & HART ENTERPRISES INC	415 N TYNDALE DR	MANASSAS CITY	VA	22041-6123	
HATCH, PHILIP L	301 LEBANON DR	MEXICO BEACH	VA	22041	
HAUL, WYNNARD	3429 E 18TH ST	MANASSAS CITY	VA	22041	
HAYDOCK, CHRISTEL	11611 HWY 67	MANASSAS CITY	VA	22041	
HAYDEL, RILEY J	1407 HWY 67	MANASSAS CITY	VA	22041	
HAYNES, ROBERT AL DUGAN	460 WHEATBERRY BROWN RD	MANASSAS CITY	VA	22041	
HEADLAND, GAY COUNTRY LLC	1700 BACKBACH ROAD	MANASSAS CITY BEACH	VA	22041	
HEAD, JAMES	2602 N EAST AVE	MANASSAS CITY	VA	22041-7166	
HEAD, WILLIAM M FAYRE	P O BOX 1783	MANASSAS CITY BEACH	VA	22041-6124	
HELD, JOHN MATHU	62 DUSTY HORN DRIVE	HUNTSVILLE	VA	25644	
HELD, PHILIP P & ANDREA L	5714 STEWART DR	MANASSAS CITY BEACH	VA	22041	
HEWINGS, JONATHAN	514 WEST MAIN PLACE	MANASSAS CITY	VA	22041	
HENNES, JESSAN JOANNE	7818 DANDYWAY DR	MANASSAS CITY	VA	22041-2411	
HENRATH, LEE	50 W 2ND ST ROAD	MANASSAS CITY	VA	22041	
HENRATH, LEE	702 DANDYWAY CT	MANASSAS CITY	VA	22041-2211	
HICKS, F V	1818 NEARD AVE	MANASSAS CITY	VA	22041-6771	
HICKS, F V	INTERNATIONAL INC	MANASSAS CITY	VA	22041-6771	
HICKS, F V	400 LA SORTE	MANASSAS CITY	VA	22041	
HODGSON, LARRY L & LORALE E	231 1ST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	9024 GREEN HIGHT DR	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	PO BOX 301	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
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HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
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HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
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HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
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HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
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HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE	MANASSAS CITY	VA	22041	
HODGSON, LORALE E & TRUSTEE	301 WEST AVE				

Bay County Mailing List

NAME	ADDRESS	CITY	STATE	ZIP	COUNTRY
METOWNE, DREW P & STACE M	2919 HAWNE CT	PANAMA CITY	FL	32404	
J & J PROPERTY SERVICES LLC	7625 PINKROSE LANE	PANAMA CITY	FL	32404	
J & K PROPERTIES, LLC	1201 N THYDAL DRIVE	PANAMA CITY	FL	32404	
J & K PROPERTIES, INC.	320 WINTHROP AVE	PANAMA CITY	FL	32404	
JAMES, CHAD R ETU	7501 SHADOW BAY DRIVE	PANAMA CITY	FL	32404	
JAPLE, LLC	4 BELLEVOUE BLVD #107	ATLANTA	GA	30309	
JENKINS, WYNNE S EAST	1000 REGATTA	PANAMA CITY	FL	32404	
JENSON, ROBERT C &	ANTHONY G. JENSEN	PANAMA CITY	FL	32404	
JOHNSON, FRANKIE D	2700 EAST AVE	PANAMA CITY	FL	32405	
JOHNSTON, LARRY TRUSTEE OF	1001 D. JOHNSON FAMILY TRUST	PANAMA CITY	FL	32405	
JONES, DAVID A & KATHY ANN	REYNOLDS LIVING TRUST	CAIRO	GA	30039	
JONES, CORALDA H & ELIZABETH	5113 STEWART DR	MEXICO BEACH	FL	32404	
JORDAN, LINDA DARR	5411 ADAMS ROAD	PANAMA CITY	FL	32404	
J & L HOLDINGS LLC	8800 N. CT	CONCOR	GA	30029	
KALPANI, RICHARD L ETAL	539 BIRNICK RD	ATLANTA	GA	30314	
KATY, JAMES W. TRUSTEE	JAMES W. KATY REV. LIT. TRST	MEDFORD	NC	28554	
KELLEY, JAMES T	2514 MADISON POINT CIRCLE	PANAMA CITY BEACH	FL	32406	
KENDRICK, KIMBERLY BEHN	5314 N THYDAL HWY	PANAMA CITY	FL	32404	
KENDRICK, MERLE W & LUCILLE	3044 E 10TH ST	PANAMA CITY	FL	32409	
KENT, RICHARD A & LISA A	4020 NORTH STAR AV	PANAMA CITY	FL	32409	
KENT, TERRY L. WATKINS	4020 N. STAR AVE	PANAMA CITY	FL	32409	
KHAN, ASHLEY N	3900 E 3RD ST	PANAMA CITY	FL	32401	
KINGS, BAY CONSTRUCTION LLC	2225 COCHRAN RD	PANAMA CITY BEACH	FL	32419	
KIRKLAND, DAVID C	1426 DAVID AVE	PANAMA CITY	FL	32404	
KIRKLAND, DANIEL M	336 SHADY REST DR	PANAMA CITY	FL	32404	
KIRWAN, J & J. MRS ESTATE	27 N EIGHT AVENUE	PANAMA CITY	FL	32404	
KISER, DAVID R	401 LA SIESTA DRIVE	MEXICO BEACH	FL	32406	
KLUPE, PETER BRIG	8713 BOY ISLA	PORT ST JOE	FL	32456	
KOLMETZ, HENRY H ETAL	2426 WEAST AVE	PANAMA CITY	FL	32405	
KOLMETZ, THOMAS R	219 N BAY CT	LYNN HAVEN	FL	32444	
KOPPEL, JOSEPH	1314 NORTH TYNDALE HWY	PANAMA CITY	FL	32404	
KORCHI, YOUNG D & ANDREW P	225 AMHERST ST	LYNN HAVEN	FL	32444	
KOSCH, CHARLES A & JULIA	1401 CASTLE BLVD FL	LYNN HAVEN	FL	32444	
LAKEBY, THOMAS A & DEBORAH R	2720 MILLSTONE LANE	REDFORD PARK	NC	28759	
LAKE DEVELOPMENT	76 1/2 PROSPECT RD	STOKESBORO	GA	30281	
LAKEVIEW MOBILE ESTATES INC	509 W BALDWIN RD	PANAMA CITY	FL	32401	
LANG, WILFRED J JR	8430 E HIGHWAY 22	PANAMA CITY	FL	32404	
LAMARINE, MARK ALLAN	11195 ST. ROAD CREEK RD	PANAMA CITY	FL	32404	
LAMARINE, ROBERT E	3018 ARMS HARBOR RD	PANAMA CITY	FL	32405	
LAMARINE, ROBERT E	1614 WEAVER AVE	PANAMA CITY	FL	32401	
LEAH, DEANIS G	3076 S. DUNN DR	PANAMA CITY	FL	32404	
LEE, EDWARD HAROLD JR & MRS M	11701 STONE ROAD	SAVANNAH	FL	31404	
LEE, SARIYA VICTORIA L	1024 CHESTER ST	STONEMAN	FL	32686	
LEE, LE THOMAS	215 CALLAWAY CHASE LANE	PANAMA CITY	FL	32404	
LEE, MARTHA COLETTE	502 E HIGHWAY 22	PANAMA CITY	FL	32404	
LIBERTY VP PANAMA CITY, LLC	220 LUCERN WAY	MARYLANE	FL	32751	
LIFE & PRINCE ASSEMBLY OF GOD	CHURCH, FL	PANAMA CITY	FL	32404	
LIGHTY, BRETT	4020 N STAR AVE	PANAMA CITY	FL	32404	
LINDEN, ANTHONY E & ANNA	1002 BOY ISLA	PORT ST JOE	FL	32456	
LIND, ROBERT	7016 E HIGHWAY 22	PANAMA CITY	FL	32404	
LIND, ROBERT FRANCIS & HELEN	7022 E HWY 22	PANAMA CITY	FL	32404	
LINDSEY, RICHARD C	P O BOX 1648	PANAMA CITY BEACH	FL	32404	
LIVINGSTON, REBEKAH J	ROBERT L LIVINGSTON	LYNN HAVEN	FL	32444	
LLOYD, LILLIE F FAMIL LIMITED	WATKINS RD	PANAMA CITY	FL	32401	
LOCH, CHARLES W H & SUSAN	4274 BUCK FOREST RD	MADRIDIA	FL	32444	
LOFTIN, TOMMY & TONY	2726 E 15TH ST	PANAMA CITY	FL	32404	
LONG HOLY OPERATION & MOUNT INC	2114 ST ANDREW BLVD	PANAMA CITY	FL	32404	
LONG, WILLY JCM	1402 FREDERICKS BLVD	PANAMA CITY	FL	32404	
LOOMIS, JIMMY L & DEBRA S	5117 STEWART DR	PANAMA CITY	FL	32404	
MACDON, CAROLYN DUNN	201 N CHAMBERS DR	PANAMA CITY	FL	32404	
MACDON, EVERETTE R	8713 BOY ISLA HWY 389	PORT ST JOE	FL	32456	
MANNING, MICHAEL S, JELLY &	1020 WYATT ST	PANAMA CITY	FL	32404	
MADDERA FORTY FIVE, LLC	P O BOX 528	LYNN HAVEN	FL	32444	
MARTIN, JEFFREY L & JANET W	JEFFREY P & KAREN E APPEL	PANAMA CITY	FL	32444	
MATOS, LEON	1240 ARWAY	PANAMA CITY	FL	32404	
MAWELL, DONNA E	404 DAWNE RD	FRISCO CITY	AL	36445	
MC CAFF, FRANK J	1707 E HIGHWAY 22	PANAMA CITY	FL	32404	
MC CONNOR, JUDITH A	1013 BOY ISLA	PORT ST JOE	FL	32456	
MC CRAW, J. JOHNSON, JOT E	5207 WOODGATE WAY	MADRIDIA	FL	32444	
MC DONALD, MICHAEL CRAIG	126 BLUE DR	ST. VICTOR	GA	31791	
MC FARRE, GAIL B	1420 VILLY CARRIE DRIVE	LAURENCE	FL	32444	
MC KEITHAN, PAUL TOP & THOROS	2300 AUGUSTA LANE	LYNN HAVEN	FL	32444	
MC LURE, JAMES S	9075 ECHOVILLAGE DR	LYNN HAVEN	FL	32444	
MC NEAL, ROBERT E & KATHY E	180 J LANE	PANAMA CITY	FL	32404	
MC NEAL, CHARLES A & PATY	874 HWY 22	PANAMA CITY	FL	32404	
MC GARGUE, WYNDYAN ETAL	P O BOX 17	PANAMA CITY	FL	32404	

Bay County Mailing List

NAME	ADDRESS	CITY	STATE	ZIP	COUNTRY
MCCLIFF, RICHARD G. ETAL	1118 WEST BEACH DRIVE	PANAMA CITY	FL	32401	
MCCORMICK, JOHN M. ETAL	836 FLINT AVE/HERSHBOTS	BARANBOUR	GA	30017	
MEISER, DON A.	704 EAST AVE N	PANAMA CITY	FL	32409-0221	
MESSE, LAMAR, ROBERT	1751 SHADOWN BAY DR	PANAMA CITY	FL	32409	
MOORE, ROBERT, ADRIAN J. (JIMMY)	120 REDBURN ROAD (ITE 340)	PANAMA CITY BEACH	FL	32407	
MORAN, TERRANCE J. (JIMMY)	1701 SHADOWN BAY DR	PANAMA CITY	FL	32404-1413	
MOULDER & SONS MOBILE HOMES	3425 E 15TH STREET	PANAMA CITY	FL	32405	
MULLIN, JAMES D. & BARBARA J.	PO BOX 1380	MEXICO BEACH	FL	32410-1409	
MULLIN, ROYD J.	2241 NERANO PT AVE	SAINT PETERSBURG	FL	33713-1441	
MULLINE, CLAUDE A.	1421 PINE LAKE LN	CHARLOTTE	NC	28227-6234	
MULLINE, CARL G.	1601 PINOCLE WAY	DANFORTH	CA	95011	
MULLINE, TOLLIE R.	PO BOX 1036	MEXICO BEACH	FL	32410-1036	
MURPHY, G. LISA W.	220 PEARL ST	EL DORADO	CA	91730	
MURPHY, CHARLES E.	1436 ALLEGRA HWY	PANAMA CITY	FL	32404-0601	
N3 DEVELOPMENT LTD	301 COMMERCE BLVD E 3111	FORT WORTH	TX	76102	
NADY, EDWARD & SUSANNE W.	1707 MAY 22	PANAMA CITY	FL	32404-0423	
NADLER, TOWNSHIP	105 EAST AVENUE	PANAMA CITY	FL	32405	
NADLER, ALAN	1005 BOY LITTLE RD	PANAMA CITY	FL	32404	
NADLER, CRAIG H.	502 FORESTRALE AVE	PANAMA CITY	FL	32401-0113	
NADLER, DAVID A. & PAMULA	1432 INDEPENDENCE AVE	PANAMA CITY	FL	32404-0405	
NADLER, LARRY & LINDA G. (LARRY)	4712 EAST BAYVIEW	PANAMA CITY	FL	32404-2901	
NICHOLS, FRANKLIN	520 E HIGHWAY 22	PANAMA CITY	FL	32404-2409	
NICHOLS, FRANKLIN	PO BOX 2008	NASHVILLE	TN	37201-0008	
NICHOLS, TERENCE ALBERT	W 34105	FORT ST. JOE	FL	32405-0504	
NICHOLS, FRANKLIN, LLC	11501 HONEYCREEK RD	THEODORE	OR	97135	
NORMAN, BRIAN D. & PENNYLOPE R.	784 SHADOWN BAY DR	PANAMA CITY	FL	32404-0410	
NORTHWEST CONSTRUCTION CO.	PANAMA CITY 100	PANAMA CITY BEACH	FL	32409-0413	
OR, BYUNG-HUN ETAL	515 OLD MYRTLE CREEK	MONTGOMERY	AL	36117	
OR, LARRY	3405 DOUGLAS RD, APT C	PANAMA CITY	FL	32405	
OR, MEL H. & TERRY L.	PO BOX 1288	MEXICO BEACH	FL	32410	
OR, JENNIFER	7307 GARDEN BAYVIEW RD S	PANAMA CITY	FL	32409	
ORLANDO, MATTHEW	4485 SEATTLE CIRCLE EAST	RALEIGH	NC	27615	
OTARD, DAVID E. & L.	MELISSA H. GARDEN	PANAMA CITY	FL	32409	
P. & N. CALLAWAY LLC	4217 STONE CANYON RD	BRANFORD	AL	36511	
PANAMA CITY PORT AUTHORITY	PO BOX 1000	PANAMA CITY	FL	32405-0000	
PANAMA CITY COMMERCIAL	PO BOX 214	PANAMA CITY	FL	32405	
PANAMA CITY TRUCK AND HOLDINGS	PO BOX 214	PANAMA CITY	FL	32405	
PANAMA CITY BAPTIST CHURCH	3323 E 15TH ST	PANAMA CITY	FL	32405-7414	
PANAMA CITY TAX & SERVICE INC.	4124 E TOWNALL PARKWAY	PANAMA CITY	FL	32404-2115	
PANAMA CITY TRUCK AND HOLDINGS	PO BOX 1488	PANAMA CITY	FL	32404	
PATEL, PRAVIN ETAL	5711 E HWY 90	PANAMA CITY	FL	32407	
PATEL, PRAVIN	5711 E HWY 90	PANAMA CITY	FL	32407	
PELT, W. GENE	PO BOX 446	MASTERS	FL	32447	
PENNINGTON, OLIVER B. (JAMES H.)	PO BOX 446	PANAMA CITY	FL	32404-0424	
PENNINGTON, OLIVER B. (JAMES H.)	1848 HETTERSON POINT RD	MILTON	FL	32503	
PETTER, JAMES P. & JOHN HOLL	2710 E HIGHWAY 22	PANAMA CITY	FL	32404-2408	
PETTER, JAMES P. & JOHN HOLL	1811 MARSH AVE	LIVERMORE	CA	94541	
PETTY, CARA S. & JACQUELINE J.	28 AVE, DR	PANAMA CITY	FL	32404-0601	
PHILLIPS, ARTHUR RAE	1014 MOUNTAIN AVE	PORT SAUF, ALB.	FL	32406-1101	
PHILLIPS, JOHN W.	525 N TOWNALL PARKWAY	PANAMA CITY	FL	32404-0129	
PHILLIPS, WELLY, LAMARCELLE	5708 CARPENTER HWY DR	OSANGE	FL	32412-2100	
PHILLIPS, DAVID RICHARD	2919 MADISON CRT	PANAMA CITY	FL	32409	
PITTS, BETTY	2760 HENNESSY ST	CLEVELAND	FL	33443	
PITTS, DOUGLAS & BETTY J.	128 CHRISTIAN WAY	SAVANNAH	GA	31409	
PLATT, DOUGLAS W. & JACQUELINE J.	3113 GARDEN PARK RD	PANAMA CITY	FL	32405-7025	
POULSON, WELLY W.	329 HWY 200	PANAMA CITY	FL	32409	
PROTESTANT PERSONAL CHURCH	8355 FORESTVIEW DRIVE	PANAMA CITY	FL	32404-0103	
MULLIN, JAMES D. & BARBARA J.	SHORE OF CENTRAL DIAL	PANAMA CITY	FL	32401-0000	
MULLIN, JAMES D. & BARBARA J.	255 SPRINGHILL RD RTT	PANAMA CITY	FL	32404-2405	
MURPHY, ROBERT H. & CAROLYN	3546 E HIGHWAY 22	HINTONVILLE	AL	36005	
MURPHY, JERRY M. & TERRY K.	1127 HETTERSON PARKWAY	PANAMA CITY	FL	32404-2000	
MURPHY, JERRY M. & TERRY K.	PO BOX 5006	PANAMA CITY	FL	32404	
MURPHY, JERRY M. & TERRY K.	8405 E HIGHWAY 22	PANAMA CITY	FL	32404-0000	
MURPHY, JERRY M. & TERRY K.	8 HWY 200/200A ST	MEXICO BEACH	FL	32405	
MURPHY, JERRY M. & TERRY K.	804 JOHN PITTS RD	PANAMA CITY	FL	32404	
MURPHY, JERRY M. & TERRY K.	2715 GARDEN PARK RD	PANAMA CITY	FL	32405-7025	
MURPHY, JERRY M. & TERRY K.	PO BOX 5006	PANAMA CITY	FL	32404	
MURPHY, JERRY M. & TERRY K.	1430 BROADWOOD AVE	PANAMA CITY	FL	32404	
MURPHY, JERRY M. & TERRY K.	3025 E 15TH ST	PANAMA CITY	FL	32404-0001	
MURPHY, JERRY M. & TERRY K.	804 HETTERSON ST	PORT WORTH	TX	76102	
MURPHY, JERRY M. & TERRY K.	PO BOX 3467	PANAMA CITY	FL	32404-2407	
MURPHY, JERRY M. & TERRY K.	1403 HETTERSON	COLUMBUS	GA	31901-1728	
MURPHY, JERRY M. & TERRY K.	2014 HETTERSON DR	PANAMA CITY	FL	32404	
MURPHY, JERRY M. & TERRY K.	2014 HETTERSON PARKWAY	BRANFORD	AL	36511	

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NAME	ADDRESS	CITY	STATE	ZIP	COUNTRY
DEINWET ENTERPRISES, INC	544 NORTH THOMAS HIGHWAY	PANAMA CITY	FL	32409-8102	
RIEL, RICHARD T & TAMARA J	281 HIGH THOMAS DR	PANAMA CITY	FL	32404	
ROBERSON INVESTMENTS LLC ETAL	P O BOX 407	PORT ST JOE	FL	32457	
ROBERSON INVESTMENTS LLC ETAL	170 TREASURE DR	PORT ST JOE	FL	32458	
ROBERTSON, JEAN S	8150 E HIGHWAY 22	PANAMA CITY	FL	32404-9517	
ROSEN, ELMOND QUALITY AUTO	SALES INC	PANAMA CITY	FL	32405-9303	
WOCCE, SAMANTHA J	6593 HARBOUR BLVD	PANAMA CITY	FL	32407-5509	
ROSENWALT, MARK R	12157 W LINDSAUGH AV ROY	TAMPA	FL	33636-1712	
ROWE, JANE M	2887 KYNESDALE RD	COTTONTONDALE	FL	32431-7515	
RUSS, FLORA ESTATE	C/O JACK & ANN RUSSELL	PANAMA CITY	FL	32405-8912	
SALLYE, DARRAH INC	60 SALLY FAUCETT	PANAMA CITY	FL	32404	
SALMAN FAMILY TRUST	FATMA AMR ETAL TRUSTEES	PANAMA CITY	FL	32404-1369	
SALLO, CARL L & BETTY J	7569 SHADOWBAY DR	PANAMA CITY	FL	32404-2418	
SCHER, SANDER L	LACTIA, SANDER L	MIAMI	FL	33176	
SCHLOTZER, ALICE	635 BREWSTER DR	MYRTLE BEACH	SC	29577	
SCHROEDER, DAVID G & NATALIE	1039 SHADOWBAY DR	PANAMA CITY	FL	32404-2418	
SCHREIBER, GEORGE C & EILEEN M	HC 3 BOX 6148	MYRTLE BEACH	SC	29577	
SCOTT, JAMES RAY ETAL	2011 EAST AV	MIAMI	FL	33143-3411	
SEASIDE REAL PROPERTIES	183 LONGLEAF DRIVE	MIAMI BEACH	FL	33140-8804	
SEIDERS, ALLEN C & SEVERLY G	5138 N STAR AVE	PANAMA CITY	FL	32404-9612	
SELLAGE, WILLARD A & LORENE	1718 N EAST AVE	PANAMA CITY	FL	32404-9106	
SELMAN, CHARLES	1077 RIVERVIEW DR	PANAMA CITY	FL	32404-8270	
SELMAN, ROBERT C	231 DUNDON DR	PANAMA CITY	FL	32404	
SHELTON, THOMAS R	1004 LORRY STREET	MIAMI	FL	33143	
SHORES, DALE L	ROWNE & CAROL DANIGERS	HOUSTON	TX	77056-0102	
SHORES, L JULE & CAROL SANDERS	EVANLIS STEPHENS	HOUSTON	TX	77056-0102	
SHREE, RAGHABIR INC	436 & THOMAS HWY	PANAMA CITY	FL	32404-8106	
SHRIM, ARTHUR V & HARBERT A	P O BOX 11207	MEXICO BEACH	FL	32402	
SHREE PROPERTIES, LLC	206 HOLLY AVENUE	PANAMA CITY	FL	32409	
SHRINE, RONALD P ETAL	5416 HARVEY ST	PANAMA CITY	FL	32408	
SHUGLTON, EMMETT F ETAL	2704 MAULDER ROAD	SOUTHPORT	FL	32409	
SLIM, TIMOTHY A & MARIE M	411 BELLAIR AVE	PANAMA CITY	FL	32404-8109	
SMITH, GEORGE H & MAUREEN M	9114 CO LEE ROAD	PANAMA CITY	FL	32404	
SMITH, JAMES R	9008 E HIGHWAY 22	PANAMA CITY	FL	32404-2525	
SMITH, ROBIN D & SHEILA D	1701 BOY ST	PANAMA CITY	FL	32404-5758	
SMITH, BLIVE L	726 F PAUL HALL STREET	INDIAN LAKE	IN	46012	
SMYDER, JEFFREY B	6028 F HIGHWAY 22	PANAMA CITY	FL	32404-9821	
SOBELSON, EDNA P & ARTHUR	619 26TH ST SOUTH	ARLINGTON	VA	22203-2529	
3002 FARM TWO THIRDS LLC ETAL	1158 SPRINGDALE RD	ALBANY	OR	97321-1442	
SOUTHERN BELL TEL & TEL CO	1170 REAGHER STREET	ATLANTA	GA	30309-5984	
SOUTHWEST FORESTRY INC	C/O BELL SOUTH CORP	ATLANTA	GA	30309-7629	
SOWELL, JOSEPH W	ST JOE	PANAMA CITY	FL	32401-4903	
SPENCER, TRACY R	PO BOX 1986	PANAMA CITY	FL	32402-1986	
Everett Property Management I	1501 E HWY 18	PANAMA CITY	FL	32404	
ST JOSEPH LAW & DEV CO	Seaside Apt 7311	Mexico	MJ	09545-1810	
STALLWORTH, THOMAS C & BRINDA	C/O DENISE & HUTCHISON	WATERGARDEN	FL	32411	
STARKING, DL CO	PO BOX 1205	MEXICO BEACH	FL	32410	
STATE OF FLORIDA	PO BOX 221	PANAMA CITY	FL	32402-0221	
STATE OF FLORIDA DOT	Mexico Beach Chamber of Com	TALLAHASSEE	FL	32309-8078	
STEVEN M DUCHALEN	PO BOX 807	CHIEFLY	FL	32409-0807	
STEVENSON, JONETTE	P O BOX 29857	PANAMA CITY	FL	32411	
STEWART, JACK O JR & KAREN L	59 SOUTH COVE LN	PANAMA CITY	FL	32409	
STITCHER, SARA FRANCES	C/O TRUSTEES	PANAMA CITY	FL	32409	
STULTENBERG, LARRY E	6405 E HIGHWAY 22	PANAMA CITY	FL	32404-9520	
STONE, CHARLES JESSIE	MARY L STOLTENBERG	DURHAM	NC	27701-6201	
STONE, ROBERT E & MARLENE W	329 N COMET AVE	PANAMA CITY	FL	32404	
STORAGE CITY INC	1225 ENTERPRISE AVE	PANAMA CITY	FL	32404-8402	
STRAUGHTMAN CHRISTINE	8023 E HIGHWAY 22	PANAMA CITY	FL	32404-6406	
STRANGE, CARL ETAL	MINOTRIE INC	PANAMA CITY	FL	32404	
STREET, RICHARD B	2711 ROUTE 08	PANAMA CITY	FL	32405-2005	
STRICKLAND, TONYA J & LARRY	1113 SOUTH 25TH AVE	HOLLYWOOD	FL	33022	
STUBBS, MARY PAT	HC 3 BOX 125	PANAMA CITY	FL	32404-2499	
STUGG, MARSHALL ETAL	1530 N EAST AVE	PANAMA CITY	FL	32405-8577	
SWART, DAVID E	2709 HYDE AVE	PANAMA CITY	FL	32405-8716	
SWIFT, RAYMOND L TRUSTEE	311 HANCOCK AVE	PANAMA CITY	FL	32406	
STUM, RONALD C	4709 N STAR AVE	PANAMA CITY	FL	32407	
TATE, DR, CO INC	PO BOX 38	PANAMA CITY	FL	32404-8090	
TACHTER, DAVID L	PO BOX 140	KEEFERVIEW	FL	32066-0109	
TAYLOR, TERRY LYNN	624 DUFF TWOOD DR	MIAMI CITY	FL	33146-5100	
THE PARTY INC	1811 COURAGE DR	LYNN HAVEN	FL	32444	
THOMAS, POWELL A	7759 REPTI LOUIS DR	SMITH	NC	27538	
THOMAS, WILLIAM	393 SHIRLEY DR	PANAMA CITY	FL	32404	
THOMAS, WILLIAM	2442 E HIGHWAY 22	PANAMA CITY	FL	32404-2276	
THOMAS, WILLIAM	7108 N HIGHWAY 22	PANAMA CITY	FL	32404-2401	
THOMAS, WILLIAM	7108 N HIGHWAY 22	PANAMA CITY BEACH	FL	32407	

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NAME	ADDRESS	CITY	STATE	ZIP	COUNTRY
TOLBERT, LOUIS B & AVRIL M	301 SHIPLEY DR	PANAMA CITY	FL	32404-2235	
TORRENA, LEONARD A & GERALDINE	3206 PLEASANT AV	HAMPSHIRE	NY	14075	
TORRES, VENUS F	316 SUNDRI DR	PANAMA CITY	FL	32404	
TRAVASSO, CORDON R	7565 SHADOW BAY DR	PANAMA CITY	FL	32404-2411	
TRAVERS, JOHN	8733 THOMAS DR UNIT 212	PANAMA CITY BEACH	FL	32409	
TRAWICK, JOSEPH T TRUSTEES	8001 HARVEY ST	PANAMA CITY	FL	32404-1505	
TRAWICK, LUKE M	131 BRIDGEPORT LN	PORT ST JOE	FL	32456	
TREATHAN, ROCKY J	1327 S HUMBEL AV	PANAMA CITY	FL	32404-5009	
TERANO, LANA E REGISTER	148 W HARBOR DR	LAKE CHARLES	LA	70607	
TRIANGLE ASPHALT, INC.	5437 N STAR AVE	PANAMA CITY	FL	32404-8905	
TRITE CUT BUILDERS, INC.	P.O. BOX 30237	PANAMA CITY	FL	32412	
TRZCJAK, JAMES C & ROMENA A	1001 RADCLIFF AVE	LYNN HAVEN	FL	32444-3131	
TUCKER, ST EPHEN & LORRIE	7703 SHADOW BAY DR	PANAMA CITY	FL	32404-2405	
TYNDALL AND Z CALAMANN, LLC	N WALSHDEN CO TAX DEPT	DEERFIELD	IL	60015	
TYNDALL PARKWAY APARTMENTS LLC	9419 E SAN SALVADOR #105	SCOTTSDALE	AZ	85261	
UNITED STATES AIR FORCE	DEPARTMENT OF DEFENSE	PANAMA CITY	FL	32404	
URBAN 86 INC.	3912 BROWN ST	PANAMA CITY BEACH	FL	32409	
VET, MATTHEW J	306 MICHELLE DR	PANAMA CITY	FL	32404	
VICK, CARLE E TRUSTEE	4401 S DRYDEN MGMT TRUST	ROSWELL	GA	30075	
VITTELES TA GO INC.	PO BOX 1080	PANAMA CITY	FL	32402	
VOPLCHANSKY, INC.	PO BOX 1480	NOBSCROSS	GA	30079-6450	
WALLACE, ANDREW T & CARLA M	2372 HELMS RD	DOTHAN	AL	36301-7739	
WALMART STORES, INC #107	PROPERTY TAX #5556	BENTONVILLE	AR	72712-8550	
WARD, VERRY DON & CAMILLA	1432 ALLEGHENY AVE	PANAMA CITY	FL	32404-6501	
WASTE MANAGEMENT INC	P.O. BOX 1450	CHICAGO	IL	60680-1403	
WATER SPOT INC	5886 E HIGHWAY 22	PANAMA CITY	FL	32404-5411	
WATLEY, SHARON WATERS	7543 SHADOW BAY DR	PANAMA CITY	FL	32404-2411	
WATT, JADEW A JR	3516 E 15TH ST	PANAMA CITY	FL	32404-8881	
WAYWOOD INVESTMENT S L L C	P O BOX 1207	DOTHAN	AL	36302-1307	
WEEDLE, JAMES C	7712 SHADOW BAY DRIVE	PANAMA CITY	FL	32404	
WELLS, WILLIAM	7816 SHADOW BAY DR	PANAMA CITY	FL	32404-2412	
WEST, FRED E	C/O 2399 PLEASANT GROVE ROAD	HENDERSONVILLE	NC	28739	
WEST, ROBERT E	2303 PELICAN BAY CT	PANAMA CITY	FL	32409	
WHISTERING PINES APARTMENTS	LLC	MAMA BEACH	FL	33141	
WHITEHEAD, OLIVIAN E	WHITHEAD, DOMMIE	PANAMA CITY	FL	32404	
WHITTON, FREDERICH F & MARTHA	2715 DOUGLAS RD	PANAMA CITY	FL	32404	
WILLIAMS, JAMES B & A	JENNIFER MARIE WILLIAMS	PANAMA CITY	FL	32404-2409	
WILLIAMS, JAMES B & CARLA SUE	7534 PITTSBURGH ST	PANAMA CITY	FL	32404-2405	
WILLIAMS, RONALD L	7546 SHADOW BAY DR	PANAMA CITY	FL	32404-2410	
WILLIAMS, THOMAS E & ANDREA	PO BOX 1889	MEDICO BEACH	FL	32410	
WILSON, DAVID L	P.O. BOX 392	LYNN HAVEN	FL	32444	
WINE, DAVID W & DEBORAH A	1855 MACLARD WOODS DRIVE	POWDER SPRINGS	GA	30121-5404	
WOODMAN FAMILY INVESTMENTS, LT	3873 HWY 7	GRANDVILLE	FL	32443-1501	
WRIGHT, EDITH B & MARGARET A	1728 E GULF BEACH DR	ST GEORGE ISLAND	FL	32329	
WYATT, JUDITH E, JR & EILEEN P	PO BOX 1159	LITHIA SPRINGS	GA	30122	
YARBROUGH, VICKI L	130 PATULE DRIVE	TALLAHASSEE	FL	32317-9509	
YOUN, JAMES J	6725 E 5TH CT	PANAMA CITY	FL	32404-9509	
YOUNG, DENNIS L & LAUREN	8330 BRASLEY PARK DR	COLUMBUS	GA	31904	
YOUNG, RICHARD D	7640 SHADOW BAY DR	PANAMA CITY	FL	32404-2412	
YOUNG, RICHARD D	5642 HWY 22N	PANAMA CITY	FL	32404	

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NAME	ADDRESS	CITY	STATE	ZIPCODE	COUNTRY
ACORN KURT J ET AL	PO BOX 12587	MEXICO BEACH	FL	32410	
ADAMS GARY P	111 EAGLE ST	PORT ST JOE	FL	32456	
ADAMS HORACE D & GLENDA WIFE	181 VASHNUTON CT	THOMASVILLE	GA	31782	
ADAMS JOSEPH P & JANICE I	181 DOVE LANE	WENAHATCHKA	FL	32465	
ADAMS THOMAS E & BETTY	2623 PARKVIEW RD	SAFEBY	NC	30130	
ADCOSON ANTHONY L & KAREN L	PO BOX 12286	MEXICO BEACH	FL	32410	
ADKINSON MARY W	9 BERRY STREET	GULF BREEZE	FL	32561	
ALDAY HILDA A & CAREY	TRISTEEES	TALLAHASSEE	FL	32303	
ALEXANDER MABLE	545 ONEAL RD	TALBOLTON	GA	31807	
ALLAN CHARLES D TRUSTEE	609 BARNERS COVERD	PANAMA CITY	FL	32401	
ALLYN WILLIAM P & MARY B	405 WILCOX DR	PORT ST JOE	FL	32456	
ALPEX DEVELOPMENT LLC	PO BOX 13171	PORT ST JOE	FL	32457	
ARQUETA CARLOS	PO BOX 13903	MEXICO BEACH	FL	32410	
ARMIS DEANA M	BOX 13005	MEXICO BEACH	FL	32410	
ARMSTRONG RICHARD J & DEBORAH	8200 W HWY 88	PORT ST JOE	FL	32456	
ARNOLD BOB	8918 W HWY 88	PORT ST JOE	FL	32456	
ARNOLD JOHN F	PO BOX 1504	OCALA	FL	326761504	
ARNOLD RICHARD F L SHEILA F	4033 GLENHURST DRIVE NORTH	JACKSONVILLE	FL	32224	
ARTHURTON ALEXANDRA L RICHARD	215 KIM KITE E	PORT ST JOE	FL	32456	
ASHMORE ANDREAL ET AL	2417 ORCH	PORT ST JOE	FL	32456	
ATYDES JOHN D JR	3720 HWY 308	PORT ST JOE	FL	32455	
BAILEY JAMES & MARTHA	1796 KATYPAUGAS WHIGGAM RD	WATKINS	GA	30697	
BAILEY ROBERT ET AL	1801 LONG AVE	ATLANTA	GA	30303	
BALANCED TIMBERLAND FUND	1459 PLEASANT REST COMETARY RD	PORT ST JOE	FL	32456	
BANERSE ARCHIE H	HIGHWAY 286	WENAHATCHKA	FL	32465	
BANERSE DAPHNE & JASON P	248 BASSWOOD ROAD	PORT ST JOE	FL	32456	
BARFIELD RICHARD D	541 N MAITLAND AVE	MAITLAND	FL	327514748	
BARNEAU JAMES T ET AL	139 ST HANES RD	ROCKHAMPTON	SR LARNA	15640	SR LARNA
BARNHILL GLEN E	4248 N BRYAN ST	GREENWOOD	FL	32443	
BARNHARTNER GARY D & PATRINN A	PO BOX 531	PORT ST JOE	FL	32457	
BARWASH OF PORT ST JOE	3835 POMEROY RDCE	DOUGLASSVILLE	GA	30126	
BECHMAN KATH G & ALICE A	3216 VAN ALSTINE ST	WYANDOTTE	MI	481333008	
BECHER CAROLYN	874 HWY 88	PORT ST JOE	FL	32456	
BELLEBACH JAMES R & JAYNE K	872 S BOX 128 C	PORT ST JOE	FL	32456	
BELONG AURORA AQUILAR TRUSTEE	887 PALMETTO DR	PORT ST JOE	FL	324565544	
BEN RICHARD G	421 PALMETTO CR	PORT ST JOE	FL	32456	
BEN RICHARD G ET AL	811 N LONG ST	PORT ST JOE	FL	32456	
BLOOMICH STEVE A & KEVA G	414 E CHURCH STREET	ELBERTON	GA	30605	
BLOOMISTON MICHAEL D	421 PALMETTO AVE	OCALA	FL	32456	
BLOOMSBURG E TRUST	3448 ST	WENAHATCHKA	FL	32465	
BLOOMSBURG MORTIMER W B	PO BOX 320	DONALDSONVILLE	GA	31345	
BLOOMSBURG THEODORE & BEVERLY	238 7TH STREET	WENAHATCHKA	FL	32465	
BLOOMSBURG CHARLES HAYWOOD SR	118 BLOCHER LN	PORT ST JOE	FL	32456	
BLOOMSBURG DOUGLAS L	2923 PALMER RD	MEDS	GA	317020593	
BOMERS J A R	324 PASCATIMESTR RD	WENAHATCHKA	FL	32465	
BOMERS RICHARD S LOR VICKIE	447 SELMA ST	PORT ST JOE	FL	32456	
BRADLEY DENNIS K & VERNIE D	3427 BROOKSIDE	DOHAM	AL	36003	
BRANCH A G	2615 COUNTY ROAD 368	PORT ST JOE	FL	32456	
BRANCH CHARLES P	236 Chapel Lane	Quinn	FL	32456	
BRANSON HAROLD E & DONNSALA J	PO BOX 595	WENAHATCHKA	FL	32465	
BREMAN JEFFREY R & MELANIE	JACKSON RE	PORT ST JOE	FL	32456	
BROCKER WILLIAM E B	269 FOREST ST	PORT ST JOE	FL	32456	
BROCKER WILLIAM E JR	JOHN R EDWARDS	PORT ST JOE	FL	32456	
BROOK CHARLIE MARY &	4018 VADA ROAD	BAVERIDGE	GA	31716	
BROOK CLARENCE EVAN	376 BASSWOOD RD	BAVERIDGE	GA	31617	
BROOK THOMAS ALLEN	171 BASSWOOD RD	PORT ST JOE	FL	32456	
BROWN ROBERT W SR & LINDA D	3398 N EAST AVE	PANAMA CITY	FL	32405	
BROWNELL JAMICE FAY	PO BOX 1804	MEXICO BEACH	FL	32410	
BROWNELL RUSSELL &	MCW ANN ROBERTSON	ACKWORTH	GA	30101	
BROWNELL STEVEN M	1805 SAKES HARBOR	PANAMA CITY BEACH	FL	32411	
BUNNELL ESSE L & BETTY J	544 OLIVE AVE	PORT ST JOE	FL	32456	
BURNETT TROY & ANITA	5324 HIGHWAY ST	PANAMA CITY	FL	32404	
BURROWS EARL L JR	414 PALMETTO DR	PORT ST JOE	FL	32456	
BURROWS EARL L SR	WILCOX RD	PORT ST JOE	FL	32457	
BURSH EDWARD F & MARY LEE	PO BOX 13888	MEXICO BEACH	FL	32410	

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NAME	ADDRESS	CITY	STATE	ZIPCODE	COUNTRY
BUSHENS FREDERICK E & ROSE M	PO BOX 12035	MEXICO BEACH	FL	32410	
WYDEN V L LAMINE U	307 PALMETTO DR	PORT ST JOE	FL	32455	
CAPO DANIEL JOHN	PO BOX 588	CROSS CITY	FL	32438	
CARLTON OAKLEY E ET AL	101 MANGLAVE	PORT ST JOE	FL	32466	
CARLTON KURT L	108 FORD DR	VIEWHARTON	FL	32455	
CARPENTER LINDA F	18193 BANDERA HIGHWAY	HELOTES	TX	78023	
CARR RICHARD H	875 N CANAL DR	PORT ST JOE	FL	32446	
CARR WILLIAM A & DEORDE W CUREN	PO BOX 218	PORT ST JOE	FL	32452	
CARR WILLIAM H JR &	CAROLYN C FRANKLY	PORT ST JOE	FL	32452	
CASIMIRO MARCEL	2054 CANAL DRIVE	PORT ST JOE	FL	32456	
CATHY WILLIAM ALLEN &	CAROL DORF TRUSTEES	MEXICO BEACH	FL	32410	
CASIMIRO PHILIP H & ELIZABETH H	835A CONSTANCE AVENUE	BARTLETT	TX	31134	
CASIMIRO WILLIAM H JR & SANDRA H	157 SURET ONE	PORT ST JOE	FL	32450	
CHILES SALLY A	PO BOX 13479	MEXICO BEACH	FL	32410	
CHRISTIE JIMMIE E	7208 CHITENA ST	PANAMA CITY	FL	324040119	
CHURCH CHURCH OF CHRIST AT	THE BEACHES INC	MEXICO BEACH	FL	32410	
CHURCH OVERSTREET BIBLE	CHURCH INC GENERAL DELIVERY	PORT ST JOE	FL	324550000	
CHUBB DANIEL A & ELEANORA	7087 HUGH DR	PANAMA CITY	FL	324047519	
CLANTON F CARROLL & H NANCY	341 COLVINE AVE	PORT ST JOE	FL	32455	
CLARK STEVE	7029 E 46L ST	LEBARON	IN	46052	
CLEGGLEY CHARLES P &	BETTY H	VIEWHARTON	FL	32455	
COLEMAN DANIEL & MARGARET	WESTERN J	WALN BUSH GARDENS	FL	32410	
COLLINS KENNETH T & NAREN C	8239 ARGONAUT LANE	PORT ST JOE	FL	32450	
CONLEY TRACY SUSAN	8475 AUGER AVE	PORT ST JOE	FL	32456	
CONWAY JAMES D JR & BARBARA	275 CONWAY DR	PORT ST JOE	FL	32455	
COOK A H MRS	210 VJ L PATRICK	DANMADON	GA	30208	
COOK ANNE MAE	630 DANIEL C COLEMAN	PALM BEACH GARDENS	FL	33410	
COPESLAND CHARLIE E	9444 US 13 SOUTH	THOMASVILLE	GA	31757	
COTTIN MARGARET N &	7611 NESTMOUNTS ST AL	PORT ST JOE	FL	324550000	
COTTIN SHERYL LYNN	8541 AUGER AVE	PORT ST JOE	FL	32456	
COVELL PETER & LEE H	127 CRESTWOOD LANE	LARGO	FL	31710	
COX ROBERT & CAROL	207 CORRAL DR	PORT ST JOE	FL	32450	
CREECHIDE PARTNERS LLC	6545 OLSEN ABBEY DR	TALLAHASSEE	FL	32312	
CREST ENTERPRISES & GENERAL	CONTRACTORS INC	MEXICO BEACH	FL	32410	
CROOK STEWART III ET AL	4755 5TH ST	PARLER	FL	32404	
CULBERTSON RICHARD R & JUDGE J	371 COUNTRY ROAD 385	PORT ST JOE	FL	32455	
CUNNINGHAM ELNOR F	8801 CR 98	VIEWHARTON	FL	32455	
DAUGHERTY PHILLIP E & TABETHA	413 DELBURG ST	DAVISON	NC	27038	
DAVENPORT BETTY L	1511 MOUNTAIN DRIVE	PORT ST JOE	FL	32450	
DAVIS CHARLES A & STERNANKE	2280 HWY 236	PORT ST JOE	FL	32456	
DAVIS JOHN THOM	175 EAGLE ST	PORT ST JOE	FL	32450	
DAVIS MAXINE D	815 BESSIE DR	FAIRBORN	AL	365122201	
DAVIS RICHARD QUINN & DEBRA L	838 E LONG ST	PORT ST JOE	FL	32450	
DAVIS RICHARD F	733 PALMETTO	PORT ST JOE	FL	32450	
DAVIS RUFORD J	1945 W 17TH CT	PANAMA CITY	FL	32401	
DAY RICHARD U & GAIL S	9445 VHWY 88	PORT ST JOE	FL	32450	
DEESON WILLIAM R & MARIAN	PO BOX 13888	MEXICO BEACH	FL	32410	
DELMONTAGNE TIMOTHY	PO BOX 55040	MONTEROCE	FL	34750	
DEMAKOWSKI JAMES L & KAY O	747 OAK RIDGE RD E	TALLAHASSEE	FL	323090000	
DEMDAY VALTERH	114 HINE ST	PORT ST JOE	FL	32450	
DEMQUEY ROBERT E JR	1802 HWY 811	MOSS POINT	MS	39052	
DEMSMORE AVALON	1248 SPARTAN AVE	PORT ORANGE	FL	32066	
DEPAU THOMAS L	PO BOX 15114	MEXICO BEACH	FL	32410	
DERROCK CHRISTOPHER	18 MANOA ST	FT WALTON BEACH	FL	32540	
DICKINSON ARTHUR T	PO BOX 485	MONTEAGLE	TN	375100000	
DICKINSON RICH L	PO BOX 180	FRANKLIN	TN	37064	
DIORENZO JOSEPH	310 WATERCRESS DR	DESTIN	FL	32541	
DOBBS EDDIE D & NATLY S	715 BEACH DR	MEXICO BEACH	FL	32410	
DOBBS RONALD B	PO BOX 10026	MEXICO BEACH	FL	32410	
DOCKS OF VIETAPPU LLC	1413 BOX 9078	MEXICO BEACH	FL	32450	
DOOD VALERIE	DARLANN J MILLER	CAMBRIDGE SHIRE	UK	30000	
DOOSON CLAUDE J JR	714 EUREKA ST	SCAMP	AL	36000	
DOUGHERTY CHARLES B & KIMBERLY L	244 HENRIETTA ST	VIEWHARTON	FL	32455	
DOT ST OF FL	4007 MILL BRAY ROAD	PANAMA CITY	FL	32404	
DOUGHERTY DEBORAH &	DEPT OF TRANSPORTATION	TALLAHASSEE	FL	32301	
DON CAROL M	BRENDA CAMMOTON	MULBERRY	FL	33980	
DONAWAY AUBREY J	PO BOX 1445	MEXICO BEACH	FL	32450	
DUNCAN ROBERT M	610 N CANAL DRIVE	PORT ST JOE	FL	32450	
	3112 MILLER HEIGHTS RD	GANTON	VA	22134	

Gulf County Mailing List

NAME	ADDRESS	CITY	STATE	ZIPCODE	COUNTRY
DUREN GEORGE	102 DUPONT DR	PORT ST JOE	FL	32456	
DUREN HILDA P	102 DUPONT DR	PORT ST JOE	FL	32456	
EAKER BERT	124 EIRE HOUSE ROAD	PORT ST JOE	FL	32456	
EAKER DANNY	112 EIRHOUSE RD	PORT ST JOE	FL	32456	
EASTWOOD JESSIE R	147 CORPS LN	VIEWHATCH	FL	32456	
EGLER GARY W & LILLIE S	142 PONDVIEW CIRCLE	PORT ST JOE	FL	32456	
EMME EARL & RUTH	475 N CANAL DR	PORT ST JOE	FL	32456	
EMMA MARIE & MARGARET A	862 COMBES DRIVE 306	VIEWHATCH	FL	32456	
EMERALD GROWTH TIMBERLAND	FLRD	ATLANTA	GA	30303	
ESTHER J L	1511 CAROL DRIVE	PANAMA CITY	FL	32405	
ETHELDRED CLIFTON T	RD BOX 457	PORT ST JOE	FL	32456	
ELBAUGH KAT W	HC BOX 96710	MEXICO BEACH	FL	32456	
FAIR GARY A & BETTE M	225 NORTH CANAL DR	PORT ST JOE	FL	32456	
FALLON ROBERT	PO BOX 181	PORT ST JOE	FL	32456	
FARRIS ROBERT ET UX	822 CREEKVIEW DRIVE	LEESBURG	GA	31706	
FERNANDEZ DAVID H & MARY T	1008 MCGRAWMT AVE	PORT ST JOE	FL	32456	
FERRISE JOAN	881 NORTH CANAL STREET	PORT ST JOE	FL	32456	
FETTERER JAMES E & DONNA F	248 HWY 386	PORT ST JOE	FL	32456	
FLORAS TRANSMISSION CO	477N PROPERTY TAX DEPARTMENT	HOUSTON	TX	77251	
FLOORE CARY F & SARACE	408 BLVD FLOORE RD	VIEWHATCH	FL	32456	
FLORIDA POWER CORP	TAM CERT CL 10	ST PETERSBURG	FL	33733	
FORGOTTEN COAST INVESTMENTS	LLC	ST GEORGE ISLAND	FL	32203	
FRANCIS BILLY R & JENNIFER A	8222 COCKLES AVE	PORT ST JOE	FL	32456	
FRANCIS RALPH	8222222	MEXICO BEACH	FL	32456	
FRANCIS PAUL G	RD BOX 131 M	MEXICO BEACH	FL	32456	
FRANZ JAMES L & BARBARA D	1197 GETHEL ROAD	CONYERS GA	GA	30012	
GAMES MARY R	521 GORDON AVE	THOMASVILLE	GA	31792	
GARDNER LEMS L	PO BOX 10726	MEXICO BEACH	FL	32456	
GARTON WAINES & CAROLYN	128 SCHOOL GARDEN	SEASIDE	CA	92082	
GEBOLT WILSON M USH	1019 BARLOW WAY	SAN ANTONIO	TX	78201	
GEORGE BOBBIE E	284 QUINTERMORE ST	PORT ST JOE	FL	32456	
GIBBS DENNA D	3030 SARDIS CHURCH RD	MOULTRE	GA	31768	
GIBSON BENJAMIN M	3183 CONSTITUTION DR	PORT ST JOE	FL	32456	
GIBSON HARRIS GUY	278 S CANAL DR	PORT ST JOE	FL	32456	
GILBERT LILLIE MAE	RD BOX 13118	MEXICO BEACH	FL	32456	
GILBERT W & RUBY C	571 S 2ND ST	VIEWHATCH	FL	32456	
GLASS DAPHNEY E	3215 BLACKWELL RUN	MARLETTA	GA	30066	
GODFREY & L P O BOX 1	644 GORDON DR	CELANDER	GA	31602	
GODWIN & L P O BOX 1	644 GORDON DR	CELANDER	GA	31602	
GODWIN LEONARD S J S	RD BOX 1038	VIEWHATCH	FL	32456	
GOSWELL PATRICIA S TRUSTEE	888 E BENTWOOD DR	MORRISTOWN	NH	7814	
GRANT ROBY MAE & LAMANCE R	885 DAWY DR	PLATTSBURG	MO	64477	
GREER DUE A	1181 MCGRUFFEY LANE	BATAVA	OH	45103	
GREENBERG HAROLD J TRUSTEE	PO BOX 178	CAIRO	GA	31705	
GREEN GARY LAMONT	147 N CANAL DR	PORT ST JOE	FL	32456	
GRIFFIN FRANCES E	1228 SOUTH LANE ST	PORT ST JOE	FL	32456	
GRIFFIN FRED & BESSIE L HARD	721 10TH STREET	PORT ST JOE	FL	32456	
GRIMALDI RALPH J & REGINA L	725 Quaker Center	MEXICO BEACH	FL	32456	
GROGHER ROBERT	1238 CHANNEL PARK DRIVE	MARLETTA	GA	30064	
GTC INC	PO BOX 226	PORT ST JOE	FL	32456	
GTC INC	502 5TH ST	PORT ST JOE	FL	32456	
GULFORD CHARLES E	RD BOX 12025	MEXICO BEACH	FL	32456	
GULFORD GERTHA DE	RD BOX 10812	MEXICO BEACH	FL	32456	
GULFORD WILLIAM J SR	PO BOX 10818	MEXICO BEACH	FL	32456	
GULFORD WILLIAM R & HUBBLY	6230 MELISSA DRIVE	PANAMA CITY	FL	32401	
GULFOT DONALD W & YVONNE D	17580 BROAD DR	PORT ST JOE	FL	32456	
GULF BEACH TRUST	63 THE FARM	SUMMERTOWN	TX	78483	
GULF COUNTY	BOARD OF COUNTY COMMISSIONERS	PORT ST JOE	FL	32456	
HADCOCK EDWARD	718 N PATRICK ST	PORT ST JOE	FL	32456	
HADCOCK GEORGE E & JOSEPH L	RD BOX 965	PORT ST JOE	FL	32456	
HADCOCK THOMAS S	RD BOX 965	PORT ST JOE	FL	32456	
HALL & DONALD & LORRAINE	36126	MEXICO BEACH	FL	32456	
HAMBRICK BEVERLY R	RD BOX 13478	MEXICO BEACH	FL	32456	
HAMBRICK JAMES P	PO BOX 878	PORT ST JOE	FL	32456	
HAMMON OWEN COOKIN L	447 E RIVER RD	VIEWHATCH	FL	32456	
HANCOCK JOHN WETAL	RD BOX 1348	VIEWHATCH	FL	32456	
HANEY OLIVER E	187 CARL LANE	VIEWHATCH	FL	32456	
HANEY GLENNE & LILLIE L	187 PHASANT RUN	VIEWHATCH	FL	32456	
HANNA JOSH B	81 PALMETTO DRIVE	PORT ST JOE	FL	32456	

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NAME	ADDRESS	CITY	STATE	ZIPCODE	COUNTRY
HANSON BLUETT	187 PALMETTO DR	PORT ST JOE	FL	32456	
HANSON BOB R	1727 HUNTER CIRCLE	PORT ST JOE	FL	32456	
HANSON JOHN T & JANA F	8151 W HWY 90	PORT ST JOE	FL	32456	
HART RAYMOND	2441 CO 380	PORT ST JOE	FL	32456	
HAZE JOHN	113 MARSHALL LANE	VEVIAH TOWNSHIP	FL	32459	
HAYNOR MARY	PO BOX 13473	MEXICO BEACH	FL	32410	
HAYNOR CAROL ANN	4424 CALIFORNIA DR	AVENUE	GA	30132222	
HARRIS OREGORY S & KELLY M	115 QUADROVE ROAD	CLIMAX	GA	31734	
HARRISON JEANETTE I	84 34TH ST NE	CARO	GA	30628	
HARRISON ELMO	54 34TH ST NE	CARO	GA	30628	
HARRISON TOMMY E	562 STOCKDAIRY ROAD	LEESBURG	GA	31783	
HART CURTIS & LOUISE	PO BOX 4409	MEXICO BEACH	FL	32410	
HATTAWAY JESSE W & COLLEEN Y	3119 CARLA DRIVE	PORT ST JOE	FL	32456	
HAY JAMES E & MARY D	RT BOX 1475	PORT ST JOE	FL	32456	
HEBNER JONAS	2641 LANTANA RD	ALBUQUERQUE	GA	41102	
HEBNER JOSEPH P JR ET AL	337 ELM ST	FERRYVILLE	MO	63021	
HEBNER DANIEL P JR & JENNIFER L	TRUSTEES	HARLINGTON	TX	75550	
HEBNER DANIEL P JR & JENNIFER L	DALE R BRADSHAW	PORT ST JOE	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	1500 E 24TH ST	LOUISIANA	LA	70146	
HEBNER DANIEL P JR & JENNIFER L	RS BOX 2465	FINAMA CITY	FL	32622246	
HEBNER DANIEL P JR & JENNIFER L	PO BOX 1869	MEXICO BEACH	FL	32410246	
HEBNER DANIEL P JR & JENNIFER L	187 PALMETTO DR	PORT ST JOE	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	155 S AVENUE RD	PORT ST JOE	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	127 SOUTH LANE DR	MCLURE	GA	31788	
HEBNER DANIEL P JR & JENNIFER L	311 EDWARDS DR	PORT ST JOE	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	113 PALMETTO DR	PORT ST JOE	FL	324561817	
HEBNER DANIEL P JR & JENNIFER L	PO BOX 1328	MEXICO BEACH	FL	32410	
HEBNER DANIEL P JR & JENNIFER L	1586 PL BASANT REST RD	VEVIAH TOWNSHIP	FL	32459	
HEBNER DANIEL P JR & JENNIFER L	733 HANKEEN DRIVE	WETLAND	MI	48200	
HEBNER DANIEL P JR & JENNIFER L	377 SWEET OUM CIRCLE	VEVIAH TOWNSHIP	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	298 DECATUR AVE	SCOTTSVILLE	GA	30779	
HEBNER DANIEL P JR & JENNIFER L	SUZANNE H MILLS	SAINTROSE	GA	31771	
HEBNER DANIEL P JR & JENNIFER L	PO BOX 13115	MEXICO BEACH	FL	32410	
HEBNER DANIEL P JR & JENNIFER L	PO BOX 13220	MEXICO BEACH	FL	32410	
HEBNER DANIEL P JR & JENNIFER L	PO BOX 13115	THOMASVILLE	GA	317911311	
HEBNER DANIEL P JR & JENNIFER L	267 SWEET OUM CIRCLE	VEVIAH TOWNSHIP	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	151 VALAMBERA DR	COPIAL GABLES	FL	331422621	
HEBNER DANIEL P JR & JENNIFER L	145 FORN DR	VEVIAH TOWNSHIP	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	515 CHAPEL LANE	PORT ST JOE	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	511 CHAPEL LANE	PORT ST JOE	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	381 SWEET OUM CIRCLE	VEVIAH TOWNSHIP	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	1307 HUNTER TRL	SALE CITY	GA	31784	
HEBNER DANIEL P JR & JENNIFER L	2641 LANTANA RD	PORT ST JOE	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	2641 LANTANA RD	TALLAHASSEE	FL	32301	
HEBNER DANIEL P JR & JENNIFER L	3945 OLIVIA ABBEY DR	HERLIN	AL	36704	
HEBNER DANIEL P JR & JENNIFER L	7077 CO RD 28	MORGANTOWN	WV	26506077	
HEBNER DANIEL P JR & JENNIFER L	522 BELLAIR RD	VEVIAH TOWNSHIP	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	1311 PL BASANT REST RD	NECHOCOMERY	AL	361081338	
HEBNER DANIEL P JR & JENNIFER L	737 MARY ANN DR	GRANDROUGE	FL	32442	
HEBNER DANIEL P JR & JENNIFER L	1815 HWY 90 S	COLORADO SPRINGS	CO	80919	
HEBNER DANIEL P JR & JENNIFER L	1815 HWY 90 S	VEVIAH TOWNSHIP	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	MARCY H THOMSON	BRISTOL	FL	323210229	
HEBNER DANIEL P JR & JENNIFER L	771 LIVE OAK DR	COLUMBUS	OH	43214	
HEBNER DANIEL P JR & JENNIFER L	PO BOX 221	SELMA	AL	36701	
HEBNER DANIEL P JR & JENNIFER L	PO BOX 1324	MEXICO BEACH	FL	32410	
HEBNER DANIEL P JR & JENNIFER L	DAVID A WOOD	VEVIAH TOWNSHIP	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	8845 HWY 131ST ST	MAAMI	FL	33158855	
HEBNER DANIEL P JR & JENNIFER L	KATHRYN A LYONS	DAWESVILLE	GA	30506	
HEBNER DANIEL P JR & JENNIFER L	8450 HWY 90	PORT ST JOE	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	8450 HWY 90	VEVIAH TOWNSHIP	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	PO BOX 13144	MEXICO BEACH	FL	32410	
HEBNER DANIEL P JR & JENNIFER L	816 ALPINE WAY	FINAMA CITY	FL	326222461	
HEBNER DANIEL P JR & JENNIFER L	147 HUNTER CR	PORT ST JOE	FL	324561833	
HEBNER DANIEL P JR & JENNIFER L	277 BULLER LN	MEXICO BEACH	FL	32410	
HEBNER DANIEL P JR & JENNIFER L	1886 CAMPSTRAW	WESTON	FL	32078	
HEBNER DANIEL P JR & JENNIFER L	282 SUNDANCE RD	PORT ST JOE	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	211 DULANE DR	PORT ST JOE	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	130 POST OFFICE LANE	PORT ST JOE	FL	32456	
HEBNER DANIEL P JR & JENNIFER L	1886 MORGAN TERRITORY RD	LIVERMORE	CA	94551	

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NAME	ADDRESS	CITY	STATE	ZIPCODE	COUNTRY
LAVERY JAMES D	8520 COUNTY ROAD 38E	WEAVERTON	FL	32485	
LEAVITT JEFFREY J & LYNN G	816 CHAPEL LN	PORT ST JOE	FL	32466	
LEONE JAMES R	5905 Highway 71 N	Chesley	FL	32426-4511	
LEMONS WILLIAM A	148 SOUTHEDGE	AL		32542	
LEONARD MARY D	811 N LONG ST	BONNICHAM	FL	32455	
LEOPOLD RONALD GEORGE II	MAVINE HALLIE	PORT ST JOE	FL	32410	
LETOHAM JAM E	2221 ON BOTTOM RD	TALLAHASSEE	FL	32312	
LEVELL ARTHUR	PO BOX 757	NORTHINE	FL	32753	
LEVINS ERNEST L LUNDA D	1659 SUMRAY RD	TALLAHASSEE	FL	32303	
LIGHTFOOT VERNON	PO BOX 1021	ALBANY	GA	31702	
LITTLETON MAURY H	PO BOX 674	PORT ST JOE	FL	32457-0074	
LODGE ELIZABETH J	PO BOX 88	SUGAR TREE	IN	46787	
LODGE PATRICIA J	PO BOX 1588	MEXICO BEACH	FL	32410	
LOVINGGOOD MICHAEL T	3545 SHALLOWFORD RD	MARIETTA	GA	30062	
LUCAS SHELIA V	234 PRICE ROAD	CARROLLTON	GA	30116	
LYLES WILLIAM F & WILFORD A	155 SOUTHWIND ST	PORT ST JOE	FL	32466	
MALDON EVERETTE R & MARY M	2215 CR 369	PORT ST JOE	FL	32456	
MANORAH JAMES E & BETTY P	RT 2 BOX 125	PORT ST JOE	FL	32456	
MANN THOMAS R	131 SOUTH LONG RD	PORT ST JOE	FL	32456	
MARRIS JIMMY D & DEBBIE C	118 Rimmer Crossing Cntr	FT GERALD	GA	31750	
MARSHALL KIRCHE & VERNA	48 LL JACKSON RD	BONCON	GA	30108	
MARTIN CLARENCE & FRANCES	116 MARSHALL LANE	WEAVERTON	FL	32485	
MATHEWSON & BARBARA	1351 GEORGIA AVE	PANAMA CITY	FL	32408-0719	
MATTISON MAUREEN A	1420 RICHMOND DR	LEONARD	GA	30542	
MAVIE DONALD B & NANCY R	254 PONCE DE LEON	PORT ST JOE	FL	32456	
MAVIELL STEVE R & SCORNA C	2188 S HAYDEN	AMARILLO	TX	79109	
MAVIELL STEVE R & HENRY T	401 DANE ROAD	FRESNO CITY	AL	36845	
MC CARTHEN CHELSEA	401 DANE ROAD	FRESNO CITY	AL	36845	
MC GAULEY PETER F & TERRY S	8100 DUNBRYN LANE	COLLEGE PARK	GA	30349	
MC CLAIN NORMA W	2634 RIDGE RD	ATLANTA	GA	30341	
MC DONALD ROSENETTE P	1186 N HWY 77	PANAMA CITY	FL	32409	
MC HEE CLARENCE E JR	8221 BEAVER RIDGE TRAIL	TALLAHASSEE	FL	32312	
MC KENZIE TAMI LINES INC	1080 BO GANCE	JACKSON	GA	30147	
MC PHERSON GARY D & JARONIA D	PO BOX 1200	TALLAHASSEE	FL	32307-1200	
MCSSER CHARLES L & LYNN L	155 OCHLANNA RD	WEAVERTON	FL	32485	
MEXICO BEACH LAND A	RD BOX 1528	MEXICO BEACH	FL	32410	
HOFFMAN JERRY L	DEVELOPMENT LLC	MEXICO BEACH	FL	32456	
MILES CHESTER W & NANCY	14531 NE 10TH STREET	WALLOTON	FL	32696	
MILLER TAMMY	578 NORTH LONG STREET	WEAVERTON	FL	32485	
MILLS JUDY H	608 W HWY 88	PORT ST JOE	FL	32456	
MILLS CLYDE C & JUDY H	8821 SW HOLLOWAY	BAYTON BOULE	LA	70810	
MIMS OSCAR M JR & ROSE B	RD BOX 215	DYALDSDALE	GA	31745	
MIMS PEAVY B & JAH	1955 OLD RIVER ROAD	CORNELIA	GA	30521	
MISTA ROBERT F	2828 CR 386	PORT ST JOE	FL	32456	
MOCH MICHAEL ET AL	1762 DODDWOOD DRIVE	CUMMING	GA	30041	
MOELZAH FRED & JEANNE	1472 PLEASANT REST ROAD	WEAVERTON	FL	32485	
MONEYHAM BOBBY D	2823 UPRONA AVE	VALENTIA	MI	48331-1168	
MONTFORD DORIS S	745 PINE AVE	CHATTANOOGHEE	FL	32304-1723	
MORHEAD ALICE R	CO F O BOX 315	WEAVERTON	FL	32485	
MORGAN ELTON THOMAS	3232 COUNTY ROAD 368	PORT ST JOE	FL	32456	
MOTE ALAN F & MICHAEL R	SW 14 DRY LN	TALLAHASSEE	FL	32307-1185	
MOTTE RALPH D	114 HINDS BRIDGE ROAD	CARROLLTON	GA	30111	
MUMFORD RICHARD S & SALLY J	574 LIBERTY ROAD	WINSTON	GA	30157	
MURMAN EDWARD L	203 FOREST ST	JACKSONVILLE	FL	32225	
MURTHIN MELVIN D & RATTY L	313 SOUTH CANAL DR	PORT ST JOE	FL	32456-0885	
NANCE DAVID T	75 DOWE DRIVE	FORTSON	GA	31808	
NALUS JAMES W & BARBARA	RD BOX 1318	MEXICO BEACH	FL	32410	
NALUS JASON LEE & JOCKAM	185 PALMETTO DRING	PORT ST JOE	FL	32456	
NICHOLSON ROBERT JR & BARBARA	9336 ALDER AVE	PORT ST JOE	FL	32456-0001	
NICHOLS MALCOLM & MARLYN	8915 VV Highway 88 SE	PORT ST JOE	FL	32456-0001	
NORMAN SHERRY U	7225 BENTING STONE LN	TALLAHASSEE	FL	32311	
NORMANSTEIN LARUELL	127 SOUTHLAKE DR	MCULTRE	GA	31760	
NORTON WILLIAM E & EVA O	146 SPRING AVE	WEAVERTON	FL	32485	
OSBORN MARGARET	3311 SOUTH HARBOR DR	PANAMA CITY	FL	32405	
OSCHMEL & TERRY	151 EETER AVE	LONGWOOD	FL	32750	
OSORATO JOHN S & DALE B	RD BOX 1588	PRINCEVILLE	OR	97154	
ORO ADRIAN MARK & JAMIE L	227 FM 1046 RD	MEXICO BEACH	FL	32410	
	8810 METAPPO DRIVE	WEAVERTON	FL	32485	

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NAME	ADDRESS	CITY	STATE	ZIPCODE	COUNTRY
QUAMET J AUB R	655 GENEVY HILL DR	FAIRFIELD	CA	94511	
OVERSTREET PARTNERS LLC	8845 GLEN ABBY DR	TALLAHASSEE	FL	32317	
PARISH LAKE PROPERTIES LLC	1160 37TH ST	MEXICO BEACH	FL	32410	
PARKER BRUCE L	161 DELL RD	PORT ST JOE	FL	32066	
PARKER DAVID R & FRANCES L	894 LEE ROAD 2A2	SALEM	AL	36874	
PATE ROBBY	PO BOX 491	PORT ST JOE	FL	32067	
PATRICK W R	1429 MEADOWCREEK LN	DUNWOODY	GA	30339	
PECCORNO MARIAN R	4917 ST AUGUSTINE ROAD	MONTICELLO	FL	32944	
PELO ROBERT A & LAMAR D J	PO BOX 12293	MEXICO BEACH	FL	32410	
PETT DONNA LISA	8938 CR 389	NEWNAHATOKA	FL	32465	
PERRYMAN BRYAN C JR &	DEVALONE P	PORT ST JOE	FL	32456	
PETERSON JAMES & MARCIA	8073 RIDGE ROAD	OCEAN SPRINGS	MS	39564	
PETERSON WALTER L	715 HONEYBUCKLE RD	GAINESVILLE	FL	32601	
PHILIPS MARION L & MARIE E	12011 MILLS ROAD	KALEVA	MI	49840	
PHILLIPS MARK W & JOAN	738 CR 388	PORT ST JOE	FL	32456	
PIKETT REGA WYVONNE TRUSTEE	151 FOREST ST	PORT ST JOE	FL	32456	
PTTS LOUIS FRET LOU	PO BOX 355	PORT ST JOE	FL	32456	
PLANT GARY W	111 LUCIA AVE	PORT ST JOE	FL	32456	
PLASANT WEST CEMETERY	4634 DEWYWOOD DR	MARIANNA	FL	32455	
POLLOCK ROBERT F & ROSBIE	TRUSTEES	OVERSEENET	FL	32453	
POMELL JEFFERY L & HAIL	3304 RED BIRD CIR	DAWSONVILLE	GA	30538	
POPE BOBBY FRANK & SHIRLEY R	548 PALMETTO DR	PORT ST JOE	FL	32456	
POUSEY RICHARD L	312 VETAPPO DR	NEWNAHATOKA	FL	32465	
RAY ROBERT L & DONNA L	101 MANOSA AVE	PORT ST JOE	FL	32456	
RAY WILLIS ALVIN & PEDRO W	3166 SUMAN RD	STONE MOUNTAIN	GA	30087	
RECHERT MONICA & DEMEVEE	811 LANCE ST	PANAMA CITY	FL	32404	
REINHARDT JOHN	E WOODLETON	PORT ST JOE	FL	32456	
REINHART BRENDA BALES	112 BURNHAM RD	PORT ST JOE	FL	32456	
ROR INVESTMENTS INC & HARRISON	3045 OLIVE AVE	PORT ST JOE	FL	32456	
RHAMES CURTIS E & ARLENE R	FAMILY LIMITED PARTNERSHIP	PENSACOLA	FL	32501	
RHAMES LYNNWOOD & DARIA R	118 ORFFITH ROAD	LEESBURG	GA	31763	
RICHARDS RALPH S VROSE	8921 OYSTER	NEWNAHATOKA	FL	32465	
RISH WILLIAM J ET AL	2301 WYRIVER ST N	ELYRIA	OH	44029	
RISH WILLIAM J JR	PO BOX 39	PORT ST JOE	FL	32456	
ROBERTS NELLA	CO FISH GREGSON & SCHULTZ	PORT ST JOE	FL	32456	
ROGERS KENNETH N & SHARON E	868 Canella Drive	MARIANNA	FL	32455	
ROMANES JOHN D & MARTHA E	591 CHAPEL LN	PORT ST JOE	FL	32456	
RUNKELS WILLIAM T & LUCIA O	177 CHAPEL LANE	PORT ST JOE	FL	32456	
RUPP DANIEL & SUSAN	250 OCKLAHAMA ROAD	NEWNAHATOKA	FL	32465	
RUSSELL THOMAS P & MARGARET A	354 EVANS RD	VILLA PRADO	GA	31189	
SABESTON E PAUL	188 FINE VIEW DR	LEESBURG	GA	31763	
SACKLER THA D & GARY M OHBE	HC 8 BOX 8132	MEXICO BEACH	FL	32410	
SANDE NORMA LEE	8107 ALABAMA AVE	PORT ST JOE	FL	32456	
SANDER ECHLEY M OR DONA L	3917 5TH STREET	MARIANNA	FL	32455	
SANDER ELMOR J & CHARLEY A	206 GAUTIER MEMORIAL WAY	PORT ST JOE	FL	32456	
SANDER GUSTAVE & LINDA	261 N CANAL DR	PORT ST JOE	FL	32456	
SANDERS JESSE	124 SCRUB OAK ST	PORT ST JOE	FL	32456	
SANFORD JOHN A & DORRA	421 N GAY AVE	PANAMA CITY	FL	32404	
SCARBROUGH PAUL E & PATRICIA E	866 DAVIS ST	LEESBURG	GA	31763	
SCHADEN RICHARD T & JOANNE SON	171 FINCH LN	NEWNAHATOKA	FL	32465	
SCHILL MELISSA	260 NUTMEG COURT	TALLAHASSEE	FL	32309	
SCHELL RUBY L	967 NORTH LOND STREET	PORT ST JOE	FL	32456	
SEBERT EDWIN J & DONNA M	3159 COUNTY ROAD 388	PORT ST JOE	FL	32456	
SHEPARD JAMES & KATHERINE	408 PALMETTO DR	PORT ST JOE	FL	32456	
SHULER JOHN C	PO BOX 800	PORT ST JOE	FL	32456	
SHURM M ROBERT JR & MARIE P	4108 FOREST AVE	PORT ST JOE	FL	32456	
SIMMONS GEORGE W SR	PO BOX 1312	PORT ST JOE	FL	32456	
SMITH CHARLES H & LOIS R	4086 COUNTY ROAD 318	PORT ST JOE	FL	32456	
SMITH CAROL N	1818 MARVIN AVE	PORT ST JOE	FL	32456	
SMITH CLAYTON H	600 CHARLES COSTIN EBOURSE	PORT ST JOE	FL	32456	
SMITH RALPH	2327 JOHNSON DRIVE	LYNN HAVEN	FL	32444	
SMITH WILLIAM COLEMAN	261 QUARTER HORSE ST	PORT ST JOE	FL	32456	
SOMMERBENETH W & RANDEA J	275 VETAPPO DRIVE	NEWNAHATOKA	FL	32465	
SPECKER TIMOTHY J & TAMARA S	4412 JAN COOLEY DR	PANAMA CITY	FL	32404	
ST JOHN MICHAEL W & CYNTHIA A	1410 VISTA ROSE LN	LEESBURG	GA	31763	
	PO BOX 116	PANAMA CITY	FL	32404	
	8750 N HWY 23	NEWNAHATOKA	FL	32465	

Gulf County Mailing List

NAME	ADDRESS	CITY	STATE	ZIPCODE	COUNTRY
ST JOSEPH LAND & DEV CO	106 REEFVIEW ROAD SUITE 200	PANAMA CITY BEACH	FL	32411	
STANTON JAMES A	ELANOR CUMMINGSHAM	WENAHATCHKA	FL	32485	
STEELE CHESTER E	7381 PRINCETON CIR	HANOVER PARK	IL	60143	
STONARD DARRYL L RYNDOR &	194 MC CALL BRIDGE RD	GAINES	FL	32621	
STOKES RANDALL J & DALE J	TRINITEER	BLACKSHEAR	GA	31516	
STOMP CARREL	PO BOX 13388	MEXICO BEACH	FL	32410	
STOMP JOHNNY & STACY J	2324 N PINEA DRIVE	PORT ST JOE	FL	32468-0510	
STREET ANN VV	PO BOX 10041	MEXICO BEACH	FL	32410	
STROHLAND JOYCE D	311 SOUTH HWY 71	WENAHATCHKA	FL	32485	
SUALO TJANE A	8970 CLOVER ST	PANAMA CITY	FL	32404	
SURBER HOMER	228 SO CANAL DRIVE	PORT ST JOE	FL	32468	
SURBER WAYNE E & MAE ANN	115 CHAPEL LANE	OVERSTREET	FL	32468	
SWANNA VALLIE E & CAROL E	128 REDJACKER LN	PORT ST JOE	FL	32468	
SYLVESTER STEVEN & TERESA	8834 COUNTY ROAD 288	WENAHATCHKA	FL	32468	
T D Z LLC	RD BOX 14180	MEXICO BEACH	FL	32410	
TABBARA MUTAZ A & AMAL SOHAN	2558 HAVILIGHT LN	PANAMA CITY	FL	32405	
TAGUE CHARLES E	8025 SIMMONSON RD	SEULAH	CO	81023	
TAPPER GEORGE G & AMELIA G	8 BOY NUSCH JULAS TRUSTEES	PORT ST JOE	FL	32437020	
TAYLOR LARRY L & ABIGAIL J	RD BOX 818	WENAHATCHKA	FL	324680370	
TAYLOR JOHN L & PATRICIA H	558 CHAPEL LANE	PORT ST JOE	FL	32468	
TAYLOR OLIVER H & LILIAN J	847 COOKES LANE	PORT ST JOE	FL	32468	
THARPE RONALD H & SHARON E	183 SHELL RD	PORT ST JOE	FL	32468	
THEL JOSEPH M & S ISAM F	RD BOX 19812	MEXICO BEACH	FL	32410	
THOMAS JAMES A	8028 EASTON DR	SEVERY HILLS	CA	92710	
THOMAS SHERRY ANN	2880 CR 386	PORT ST JOE	FL	32468	
THOMAS JOHN A & CEDER A	216 HARMON ROAD	OVERSTREET	FL	32468	
THOMAS MANAGING AGENCY	FLORIDA BOARD OF FORESTRY	TALLAHASSEE	FL	32301	
THOMAS JEFF	3900 COMMONWEALTH BLVD	TALLAHASSEE	FL	32309	
THOMAS JEFF	481 HARRIS LANE	CAPTAIN SPRING	FL	32711	
THOMAS JEFF	THOMAS	PORT ST JOE	FL	32468	
TURNER LARRY	407 TIGAS DR	MEXICO BEACH	FL	32410	
UTAH C JOHN	418 TIGAS ST	PORT ST JOE	FL	32468	
VAUGHN THOMAS J	588 LAMONT LN	NAPLES	FL	34104	
WAGNER JAMES A	811 N LIND STREET	PORT ST JOE	FL	32468	
WALKER RONALD W & SHIRLEY	3755 CR 386	PORT ST JOE	FL	32468	
WALL JASON & LISA	8332 HWY 98B	WENAHATCHKA	FL	32468	
WARD BRENDA L TRUSTEE	PO BOX 722	PORT ST JOE	FL	32467	
WARD RICHARD FAMILY TRUST	PO BOX 182	LAKE PARK	GA	31606003	
WATKINS HERBERT & NORMA	1680 PLEASANT REST RD	WENAHATCHKA	FL	324680844	
WEBERBERG PHARES E	8985 ADVERTISER ROAD	DELTON	MI	49646	
WEBERBERG DONALD (RICHARD)	255 FORD DR	WENAHATCHKA	FL	324680311	
WEST DEBRA DARLENE	3851 CR 386	PORT ST JOE	FL	32468	
WESTON DANIEL J	274 DUNSMITH RD	PORT ST JOE	FL	32468	
WETAPPO INC	BOX 818	PORT ST JOE	FL	324680319	
WETAPPO PRESERVE LLC	206 E FOURTH ST	PORT ST JOE	FL	32468	
WHEELER EDWARD GLODIE	RT 4 BOX 86	WHEELER	IN	47387	
WHITE FRED & DEBBIE	144 SHELL RD	PORT ST JOE	FL	32468	
WHITE JACQUELYN P	1838 LAYMON MILL RD	CRANFORDVILLE	FL	32037	
WHITE PATRICIA P	1088 DUCKCREEK DR	PENSACOLA	FL	32514	
WHITEFIELD JOSEPH P	PO BOX 108	WENAHATCHKA	FL	324681208	
WHITEFIELD ROBERT D ET AL	6588 ALABAMA AVE	PORT ST JOE	FL	32468	
WHITEFIELD ROY E	150 WHITEFIELD RD E	MAAM SPRING	FL	32766	
WILLIAMS GARY D & CHRISTINE R	696 LAHERIDGE DRIVE	CONOVER	GA	30604	
WILLIAMS THOMAS	WILLIAMS	PORT ST JOE	FL	32468	
WILLIAMS THOMAS & ANGERA	RD BOX 878	PORT ST JOE	FL	32468	
WILLIAMS WILLIAM C & J	GERALDINE C	PORT ST JOE	FL	32468	
WILSON ROBERT L SR &	6571 CO RD 386	WENAHATCHKA	FL	32468	
WOODMAN LAWRENCE &	PATRICIA TRUSTEES	PORT ST JOE	FL	32468	
WORTHINGTON JOE	891 CENTRAL AVE	FITZGERALD	GA	31750	
WRIGHT BERT H & MARY	RD BOX 5	MAHAM	GA	31760005	
YERBY PRESTON E & MARIO	194 OLIVE AVE	PORT ST JOE	FL	32468	
YOUNG DAVID E & GAIL M	349 CHAPEL LANE	PORT ST JOE	FL	32468	
YOUNG GLEN W & JANET D	5013 FLINT DRIVE	MARIANNA	FL	32448	
YOUNG R C & MARSHALL	5117 GEORGIA AVE	PORT ST JOE	FL	32468	
ZIPPERER RICHARD F & VICKI M	318 BUEHIA VISTA AVE	SARASOTA	FL	34243	